APPENDIX "B"

Canada. AIR TRANSPORT BOARD

REPORT

ON

REVIEW OF LICENCES RESPECTING COMMERCIAL AIR SERVICES PURSUANT TO SECTION 13 OF THE AERONAUTICS ACT

LICENCES IN

GROUP 2—NORTH WESTERN ONTARIO, MANITOBA AND NORTH EASTERN SASKATCHEWAN

OTTAWA, CANADA;
APRIL, 1947.

GROUP II
NORTH-WEST ONTARIO AND MANITOBA

ERRATA

Page 3 - Under Licence CTC (AT) 64
for "Fling Lake" read "Flint Lake".

Page 27 - ARMSTRONG, ONT.
Under Facilities, for "Fule" read "Fuel"
for "Radio Range Call Sign "VF1" read
"Radio Range Call Sign "VFI"

Page 45 - GRACE LAKE, MAN.
Under Facilities
Transportation
Underneath "Alighting" add "Railway in Town".

Page 54 - LITTLE GRAND RAPIDS, MAN.
Under Position, for "50° 03' N." read "52° 03' N."

Page 86 - In the schedule
Underneath 11:35 delete the first word "Equipment".
Opposite "@" for "Licences" read "Licenced".

Page 117 - At the beginning of the fourth line of the third paragraph
for "officer " read "offices".

GROUP II

North-west Ontario and Manitoba

SECTION I

(1) The licences covered by this review in Group 2 are as follows:

Licence No. CTC(AT)19

Operator: Canadian Airways Limited

Route: Sioux Lookout and/or Hudson, Goldpines, Red Lake, Jackson Manion, Swain Post, Casummit Lake, Uchi Lake and/or Lost Bay, in the Province of Ontario.

Licence No. CTC(AT)21

Operator: Canadian Airways Limited

Route: Sioux Lookout and/or Hudson Goldpines, Madsen, Cole, Golden Arm, McKenzie Island, Red Lake, Uchi Lake and/or Lost Bay, In the Province of Ontario.

Licence No. CTC(AT)22

Operator: Canadian Airways Limited

Route: Kenora, Minaki, McKenzie Island, Golden Arm, Cole, Madsen, Red Lake, in the Province of Ontario.

Licence No. CTC(AT)23

Operator: Canadian Airways Limited

Route: Kenora, Witch Bay, Whitefish Bay, Straw Lake, Rowan Lake, Populus Lake, in the Province of Ontario.

Licence No. CTC(AT)24

Operator: Canadian Airways Limited

Route: Winnipeg and/or Lac du Bonnet, Beresford Lake, in the Province of Manitoba; Red Lake, Madsen, Cole, Golden Arm, McKenzie Island, in the Province of Ontario.

Licence No CTC(AT)31

Operator: Canadian Airways Limited

Route: Sioux Lookout and/or Hudson, Pickle Lake, Doghole Bay, Uchi Lake, and/or Lost Bay, in the Province of Ontario.

Licence No. CTC(AT)45

Operator: Wings Limited

Route: Winnipeg and/or Lac du Bonnet, Beresford Lake, in the Province of Manitoba; Cole, Golden Arm, Madsen, McKenzie Island, Red Lake, in the Province of Ontario.

Licence No. CTC(AT)49

Operator: Starratt Airways & Trans. Limited

Route: Hudson and/or Sioux Lookout, Uchi Lake and/or Lost Bay, Jackson Manion, Swain Post, Casummit Lake, Goldpines, Red Lake, Madsen, McKenzie Island, Golden Arm, Cole, in the Province of Ontario; Lac du Bonnet and/or Winnipeg, in the Province of Manitoba.

Licence No. CTC(AT)50

Operator: Starratt Airways & Trans. Limited

Route: Hudson and/or Sioux Lookout, Uchi Lake and/or Lost Bay, Pickle Lake, Doghole Bay, in the Province of Ontario.

Licence No. CTC(AT)54

Operator: Starratt Airways & Trans. Limited

Route: Kenora, Minaki, Red Lake, Madsen, McKenzie Island, Golden Arm, Cole, in the Province of Ontario.

Licence No. CTC(AT)35

Operator: Wings Limited

Route: Sioux Lookout and/or Hudson, Uchi Lake, and/or Lost Bay, Jackson Manion and Red Lake, in the Province of Ontario.

Licence No. CTC(AT)37

Operator: Wings Limited

Route: Sioux Lookout, Doghole Bay, Pickle Lake, in the Province of Ontario.

Licence No. CTC(AT)62

Operator: Wings Limited

Route: Kenora, Minaki, Madsen, McKenzie Island, Red Lake, Favourable Lake, in the Province of Ontario.

Licence No. CTC(AT)64

Operator: Wings Limited

Route: Kenora, Witch Bay, Whitefish Bay, Fling Lake, Rowan Lake, Straw Lake, in the Province of Ontario.

Licence No. CTC(AT)11

Operator: Arrow Airways Limited

Route: The Pas, Manitoba; Cumberland House, Sturgeon Landing, in the Province of Sask.

Licence No. CTC(AT)12

Operator: Arrow Airways Limited

Route: Flin Flon, Cranberry Portage, Gurney Gold, Elbow Lake, Sherridon and Pukatawagan, in the Province of Manitoba.

Licence No. CTC(AT)29

Operator: Arrow Airways Limited

Route: The Pas, Cormorant Lake, Cranberry Portage, Reed Lake, Herb Lake, North Star Lake, Elbow Lake, Sherridon, Gurney Gold, Flin Flon, in the Province of Manitoba.

Licence No. CTC(AT)30

Operator: Arrow Airways Limited

Route: Flin Flon, in the Province of Manitoba; Pelican Narrows, Island Falls, in the Province of Sask.

Licence No. CTC(AT)53

Operator: Arrow Airways Limited

Route: Flin Flon, in the Province of Manitoba; Island Falls, South End, in the Province of Saskatchewan; and Brochet in the Province of Manitoba.

Licence No. CTC(AT)20

Operator: Canadian Airways Limited

Route: Ilford, Oxford House, Knee Lake, God's Lake, Cross Lake, Norway House, Island Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario.

Licence No. CTC(AT)25

Operator: Canadian Airways Limited

Route: Winnipeg and/or Lac du Bonnet, Maskwa, Bird Lake, Diana, Beresford Lake, Wadhope, Halfway Lake, Wallace Lake, Bissett, in the Province of Manitoba.

Licence No. CTC(AT)26

Operator: Canadian Airways Limited

Route: Winnipeg and/or Lac du Bonnet, Berens Rivers, Norway House, God's Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario; Island Lake, in the Province of Manitoba; Sandy Lake, Favourable Lake, Deer Lake, in the Province of Ontario; Little Grand Rapids, in the Province of Manitoba.

Licence No. CTC(AT)38

Operator: Wings Limited

Route: Ilford, God's Lake, in the Province of Manitoba.

Licence No. CTC(AT)46

Operator: Wings Limited

Route: Winnipeg and/or Lac du Bonnet, Bird River, Maska, Diana, Wadhope, Bercsford Lake, Halfway Lake, Wallace Lake, Bissett, in the Province of Manitoba.

Licence No. CTC(AT)58

Operator: Wings Limited

Route: Winnipeg and/or Lac du Bonnet, Berens River, Norways House, God's Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario; Island Lake, in the Province of Manitoba; Sandy Lake, Northwind Lake, Favourable Lake, Deer Lake, in the Province of Ontario; and Little Grand Rapids, in the Province of Manitoba.

Licence No. CTC(AT)66

Operator: Wings Limited

Route: Flin Flon, in the Province of Manitoba; Island Falls, South End, Halfway Island, in the Province of Saskatchewan.

(2) The history of these licences is as follows:

Licence No. CTC(AT)19

Pursuant to the provisions of the Air Transport Act, 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service to transport passengers and goods from the terminal point Sioux Lookout, Ontario, Via Hudson, Goldpines Jackson-Manion, Swain Post, Casummit Lake, Birch Lake, Uchi Lake and return to Sioux Lookout.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)19 on June 5th, 1939, to the company which authorized a schedule commercial air service between Sioux Lookout and/or Hudson, Goldpines, Jackson-Manion, Swain Post, Casummit Lake, Birch Lake, Uchi Lake, in the Province of Ontario. After supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)19 on the 28th of March, 1940, to read Sioux Lookout and/or Hudson, Goldpines, Red Lake, Jackson-Manion, Swain Post, Casummit Lake, Uchi Lake, in the Province of Ontario, and on July 12th, 1946, to include Uchi Lake and/or Lost Bay.

On June 5th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)19 in lieu of the original licence dated June 5th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)19 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence No. CTC(AT)21

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Sioux Lookout and Red Lake, Ontario, and serving the intermediate points Hudson, Goldpines, McKenzie Island, Golden Arm, Cole, Flat Lake.

Licence No. CTC(AT)21 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)21 on June 10th, 1939, to the company which authorized a scheduled commercial air service between Sioux Lookout and/or Hudson, Goldpines, Flat Lake, Cole, Golden Arm, McKenzie Island, Red Lake, in the Province of Ontario, after supplementary application by the Company the Board of Transport Commissioners amended Licence CTC(AT)21 on 29th March, 1940, to read Sioux Lookout and/or Hudson, Goldpines, Madsen, Cole, Golden Arm, McKenzie Island, Red Lake, Uchi Lake, in the Province of Ontario and on July 12th, 1941, to include Uchi Lake and/or Lost Bay.

On May 9th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)21 in lieu of the original licence dated June 10th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)21 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence No. CTC(AT)22

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Kenora and Red Lake, Ontario, and serving the intermediate points Minaki, McKenzie Island, Golden Arm, Flat Lake, Cole.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)22 on June 12th, 1939, to the company which authorized a scheduled commercial air service between Kenora, Minaki, McKenzie Island, Golden Arm, Cole, Flat Lake, Red Lake, in the Province of Ontario, after supplementary application by the Company the Board of Transport Commissioners amended Licence CTC(AT)22 on 28th March, 1940, to read Kenora, Minaki, McKenzie Island, Golden Arm, Cole, Madsen, Red Lake, in the Province of Ontario.

On May 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)22 in lieu of the original licence dated June 12th, 1939.

Licence CTC(AT)22 (cont'd)

Since the inception of the Air Transport Board Licence CTC(AT)22 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)23

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods from the terminal point Kenora, Ontario, and serving the intermediate points Witch Bay, Whitefish Bay, Straw Lake, Rowan Lake, Populus Lake and return to Kenora.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)23 on June 12th, 1939, to the company which authorized a scheduled commercial air service between Kenora, Witch Bay, Whitefish Bay, Straw Lake, Rowan Lake, Populus Lake, in the Province of Ontario.

On May 9th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)23 in lieu of the original licence dated June 12th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)23 has been renewed from time to time by Order of the Board pending the review of former licences pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)24

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg, Manitoba, and Red Lake, Ontario, and serving the intermediate points Lac du Bonnet, Beresford Lake in the Province of Manitoba and Red Lake, Cole, Golden Arm, Flat Lake, McKenzie Island in the Province of Ontario and return to Winnipeg.

Licence CTC(AT)24 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)24 on June 12th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg and/or Lac du Bonnet, Beresford Lake, in the Province of Manitoba; Red Lake, Flat Lake, Cole, Golden Arm, McKenzie Island, in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence No. CTC(AT)24 to read Winnipeg and/or Lac du Bonnet, Beresford Lake, in the Province of Manitoba; Red Lake, Madsen, Cole, Golden Arm, McKenzie Island, in the Province of Ontario.

On May 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)24 in lieu of the original licence dated June 12th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)24 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)31

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods from the terminal point Sioux Lookout and serving the intermediate points Hudson, Rat Rapids, Pickle Lake, and return to Sioux Lookout.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)31 on June 30th, 1939, to the company which authorized a scheduled commercial air service between Sioux Lookout and/or Hudson, Rat Rapids, Pickle Lake, in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)31 on March 28th, 1940 to read Sioux Lookout and/or Hudson, Pickle Lake, Doghole Bay, Uchi Lake, in the Province of Ontario, and on July 12th, 1941, to include Uchi Lake and/or Lost Bay.

Licence CTC(AT)31 (cont'd)

On May 30th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)31 in lieu of the original licence dated June 30th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)31 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)45

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg or Lac du Bonnet to Red Lake, Ontario, and serving the intermediate points Cole, Golden Arm, Madsen, McKenzie Island.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)45 on September 11th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg, Lac du Bonnet, in the Province of Manitoba; Cole, Golden Arm, Madsen, McKenzie Island, Red Lake, in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)45 on March 29th, 1940, to read Winnipeg and/or Lac du Bonnet, Beresford Lake, in the Province of Manitoba; Cole, Golden Arm, Madsen, McKenzie Island, Red Lake, in the Province of Ontario.

On August 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)45 in lieu of the original licence dated September 11th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)45 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)49

Pursuant to the provisions of the Air Transport Act 1938, Starratt Airways & Trans. Limited applied to the Board of Transport Commissioners on March 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Hudson, Ont., and Lac du Bonnet, Manitoba, and serving the intermediate points Sioux Lookout, Ont., Uchi Lake, Red Lake, McKenzie Island in the Province of Ontario.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)49 on October 3rd, 1939, to the company which authorized a scheduled commercial air service between Hudson, Sioux Lookout, Uchi Lake, Red Lake, McKenzie Island, in the Province of Ontario; Lac du Bonnet in the Province of Manitoba, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)49 on March 21st, 1940, to read Hudson and/or Sioux Lookout, Uchi Lake, Jackson Manion, Swain Post, Casummit Lake, Goldpines, Red Lake, Madsen, McKenzie Island, Golden Arm, Cole, in the Province of Ontario, Lac du Bonnet and/or Winnipeg, in the Province of Manitoba and on July 14th, 1941, to read Hudson and/or Sioux Lookout, Uchi Lake and/or Lost Bay, Jackson Manion, Swain Post, Casummit Lake, Goldpines, Red Lake, Madsen, McKenzie Island, Golden Arm, Cole, in the Province of Ontario; Lac du Bonnet and/or Winnipeg, in the Province of Manitoba.

Since the inception of the Air Transport Board Licence CTC(AT)49 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)50

Pursuant to the provisions of the Air Transport Act 1938, Starratt Airways & Trans. Limited applied to the Board of Transport Commissioners on March 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Hudson, Ontario and Pickle Lake Landing, Ontario, and serving the intermediate point Sioux Lookout daily except Sunday and Uchi Lake Landing on Fridays only.

Licence CTC(AT)50 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)50 on October 3rd, 1939, to the company which authorized a scheduled commercial air service between Hudson, Sioux Lookout, Uchi Lake, Pickle Lake, in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)50 to read Hudson and/or Sioux Lookout, Uchi Lake, Pickle Lake, Doghole Bay, in the Province of Ontario and on July 14th, 1941, to include Uchi Lake and/or Lost Bay.

Since the inception of the Air Transport Board Licence CTC(AT)50 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)54

Pursuant to the provisions of the Air Transport Act 1938, Starratt Airways & Trans. Limited applied to the Board of Transport Commissioners on March 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Kenora and Red Lake in the Province of Ontario.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)54 on October 26th, 1939, to the company which authorized a scheduled commercial air service between Kenora and Red Lake in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)54 on March 21st, 1940, to read Kenora, Minaki, Red Lake, Madsen, McKenzie Island, Golden Arm, Cole, in the Province of Ontario.

Since the inception of the Air Transport Board Licence CTC(AT)54 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)35

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a

Licence CTC(AT)35 (cont'd)

scheduled commercial air service, to transport passengers and goods between the terminal points Sioux and Woman Lake in the Province of Ontario and serving the intermediate points Lost Bay, Uchi and Red Lake.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)35 on July 15th, 1939 to the company which authorized a scheduled commercial air service between Sioux Lookout, Lost Bay, Uchi, Woman Lake and Red Lake in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)35 on July 9th, 1940, to read Sioux Lookout and/or Hudson, Uchi Lake, Jackson Manion, Red Lake, in the Province of Ontario and on July 15th, 1941, to include Uchi Lake and/or Lost Bay.

On June 12th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)35 in lieu of the original licence dated July 15th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)35 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)37

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between Sioux Lookout and Pickle Lake, in the Province of Ontario, and serving the intermediate point of Doghole Bay.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)37 on July 19th, 1939, to the company which authorized a scheduled commercial air service between Sioux Lookout, Doghole Bay, Pickle Lake, in the Province of Ontario.

On June 14th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)37 in lieu of the original licence dated July 19th, 1939.

Licence CTC(AT)37 (cont'd)

Since the inception of the Air Transport Board Licence CTC(AT)37 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)62

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between Kenora and Red Lake, in the Province of Ontario, and serving the intermediate points Minaki, Long Legged Lake, Madsen, McKenzie Island, Trout Lake, Maynard Lake, Ball Lake and Separation Lake.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)62 on December 7th, 1939, to the company which authorized a scheduled commercial air service between Kenora, Minaki, Madsen, McKenzie Island, Red Lake, in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)62 on March 23, 1940, to read Kenora, Minaki, Madsen, McKenzie Island, Red Lake, Favourable Lake, in the Province of Ontario.

Since the inception of the Air Transport Board Licence CTC(AT)62 has been renewed from time to time by order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)64

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on August 1st, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Kenora and Straw Lake, in the Province of Ontario, and serving the intermediate points Witch Bay, Whitefish Bay, Flint Lake and Rowan Lake.

Licence CTC(AT)64 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)64 on February 15th, 1940, to the company which authorized a scheduled commercial air service between Kenora, Witch Bay, Whitefish Bay, Flint Lake, Rowan Lake, Straw Lake, in the Province of Ontario.

Since the inception of the Air Transport Board Licence CTC(AT)64 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)11

Pursuant to the provisions of the Air Transport Act, 1938, Arrow Airways Limited applied to the Board of Transport Commissioners on December 31st, 1938, for a licence to operate a scheduled commercial air service to transport passengers and goods from the terminal point The Pas, in the Province of Manitoba and serving the intermediate points Sturgeon Landing and Cumberland House in the Province of Sask.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)11 on April 20th, 1939, to the company which authorized a scheduled commercial air service between The Pas in the Province of Manitoba and Sturgeon Landing and Cumberland House in the Province of Sask.

Since the inception of the Air Transport Board Licence CTC(AT)11 has been renewed from time to time by Order of the Board pending the review of former licences pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)12

Pursuant to the provisions of the Air Transport Act, 1938, Arrow Airways Limited applied to the Board of Transport Commissioners on December 31st, 1939, for a licence to operate a scheduled commercial air service to transport passengers and goods from the terminal point Flin Flon, in the Province of Manitoba and serving the intermediate points Cranberry Portage, Gurney Gold, Elbow Lake, Sherridon, Pukatawagan, in the Province of Manitoba.

Licence CTC(AT)12 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)12 on April 20th, 1939, to the company which authorized a scheduled commercial air service between Flin Flon, Cranberry Portage, Gurney Gold, Elbow Lake, Sherridon and Pukatawagan in the Province of Manitoba.

Since the inception of the Air Transport Board Licence CTC(AT)12 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)29

Pursuant to the provisions of the Air Transport Act 1938, Arrow Airways Limited applied to the Board of Transport Commissioners on December 31st, 1938, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points The Pas and Flin Flon in the Province of Manitoba and serving the intermediate points Cormorant Lake, Reed Lake, Herb Lake, North Star Lake, Elbow Lake, Sherridon (Cold Lake Seaplane Port), Gurney Gold (Brune Lake) and Cranberry Portage, in the Province of Manitoba.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)29 on June 30th, 1939, to the company which authorized a scheduled commercial air service between The Pas, Cormorant Lake, Reed Lake, Herb Lake, North Star Lake, Elbow Lake, Sherridon, Gurney Gold (Brune Lake), Cranberry Portage, Flin Flon, in the Province of Manitoba.

On May 26th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)29 in lieu of the original licence dated June 30th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)29 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)30

Pursuant to the provisions of the Air Transport Act 1938, Arrow Airways Limited applied to the Board of Transport Commissioners on December 31st, 1938, for a licence to operate a scheduled commercial air service, to transport passengers and goods from the terminal point Flin Flon in the Province of Manitoba and serving the intermediate points Pelican Narrows and Island Falls in the Province of Saskatchewan.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)30 on June 30th, 1939, to the company which authorized a scheduled commercial air service between Flin Flon, in the Province of Manitoba; and Pelican Narrows and Island Falls, in the Province of Saskatchewan.

On May 30th, 1944, the Board of Transport Commissioners issued a new licence in lieu of the original licence dated June 30, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)30 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)53

Pursuant to the provisions of the Air Transport Act 1938, Arrow Airways Limited applied to the Board of Transport Commissioners on December 31st, 1938, for a licence to operate a scheduled commercial air service, to transport passengers and goods from the terminal point Flin Flon (Channing Seaplane Port) in the Province of Manitoba and serving the intermediate points Island Falls, South End, Rabbit River in the Province of Sask. and Brochet in the Province of Manitoba with calls at any other points along the route as required.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)53 on October 25th, 1939, to the company which authorized a scheduled commercial air service between Flin Flon, in the Province of Manitoba; Island Falls, South End, Rabbit River, in the Province of Sask. Brochet in the Province of Manitoba, after supplementary application by

Licence CTC(AT)53 (cont'd)

the company the Board of Transport Commissioners amended Licence CTC(AT)53 on May 22nd, 1940, to read Flin Flon, in the Province of Manitoba; Island Falls, South End, in the Province of Sask.; Brochet in the Province of Manitoba.

On September 7th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)53 in lieu of the original licence dated October 25th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)53 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)20

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods from the terminal point Ilford, in the Province of Manitoba and serving the intermediate points Oxford House, Knee Lake, Gods Lake, Sachigo, and return to Ilford and to Gods Lake, Cross Lake, Norway House, Island Lake and return to Ilford.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)20 on June 8th, 1939, to the company which authorized a scheduled commercial air service between Ilford, Oxford House, Knee Lake, Gods Lake, Cross Lake, Norway House, Island Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario.

On May 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)20 in lieu of the original licence dated June 8th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)20 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)25

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg, Manitoba and Bissett in the Province of Manitoba and serving the intermediate points Lac du Bonnet, Diana, Beresford Lake, Wadhope and Wallace Lake.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)25 on June 12th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg and/or Lac du Bonnet, Diana, Beresford Lake, Wadhope, Wallace Lake, Bissett in the Province of Manitoba, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)25 on August 23rd, 1939, to read Winnipeg and/or Lac du Bonnet, Maskwa, Bird Lake, Diana, Beresford Lake, Wadhope, Halfway Lake, Wallace Lake, Bissett, in the Province of Manitoba.

On May 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)25 in lieu of the original licence dated June 12th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)25 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)26

Pursuant to the provisions of the Air Transport Act 1938, Canadian Airways Limited applied to the Board of Transport Commissioners on February 10th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg and/or Lac du Bonnet and Gods Lake, in the Province of Manitoba and serving the intermediate points Berens River, Norway House; alternate route via Lac du Bonnet, Little Grand Rapids, Island Lake, Northwind Lake, South Trout Lake, Sandy Lake and Sachigo.

Licence CTC(AT)26 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)26 on June 10th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg and/or Lac du Bonnet, Berens River, Norway House, Gods Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario; Island Lake, in the Province of Manitoba; Sandy Lake, Northwind Lake, South Trout Lake, in the Province of Ontario; Little Grand Rapids, in the Province of Manitoba, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)26 on August 30th, 1939 to include Deer Lake in the Province of Ontario and on May 31st, 1941 to read Winnipeg and/or Lac du Bonnet, Berens River, Norway House, Gods Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario; Island Lake, in the Province of Manitoba; Sandy Lake, South Trout Lake, Deer Lake, in the Province of Ontario; Little Grand Rapids, in the Province of Manitoba and on July 10th, 1941, amended the licence to read Favourable Lake instead of South Trout Lake.

On May 9th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)26 in lieu of the original licence dated June 10th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)26 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)38

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg or Lac du Bonnet and Gods Lake and serving the intermediate points Little Grand Rapids, Deer Lake, Island Lake, Ilford, Norway House and Sachigo.

Licence CTC(AT)38 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence No CTC(AT)38 on August 12th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg and/or Lac du Bonnet, Little Grand Rapids, Manitoba; Deer Lake, Ontario; Island Lake, Gods Lake, Ilford, Norway House, Manitoba; Sachigo, Ontario.

On July 7th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)38 in lieu of the original licence dated August 12th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)38 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)46

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg or Lac du Bonnet to Bissett and serving the intermediate points Bird River, Bird Lake, Maskwa, Diana, Wadhope, Beresford Lake, Halfway Lake and Wallace Lake.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)46 on September 11th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg, Lac du Bonnet, Bird River, Maskwa, Diana, Wadhope, Beresford Lake, Halfway Lake, Wallace Lake and Bissett, in the Province of Manitoba, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)46 on March 28th, 1940, to read Winnipeg and/or Lac du Bonnet, Bird River, Maskwa, Diana, Wadhope, Beresford Lake, Halfway Lake, Wallace Lake, Bissett, in the Province of Manitoba.

On August 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)46 in lieu of the original licence dated September 11, 1939.

Licence CTC(AT)46 (cont'd)

Since the inception of the Air Transport Board Licence CTC(AT)46 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)58

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Winnipeg or Lac du Bonnet to South Trout Lake (Favourable Lake area) and serving the intermediate points Setting Net Lake, Northwind Lake, Borthwick Lake and Sandy Lake. On June 5, 1939, Mr. J.A. Wilson wrote the Board of Transport Commissioners to have Borthwick Lake deleted from the application.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)58 on November 4th, 1939, to the company which authorized a scheduled commercial air service between Winnipeg, Lac du Bonnet, in the Province of Manitoba; Setting Net Lake, Northwind Lake, South Trout Lake, Sandy Lake, in the Province of Ontario, after supplementary application by the company the Board of Transport Commissioners amended Licence CTC(AT)58 on March 23rd, 1940, to read Winnipeg and/or Lac du Bonnet, in the Province of Manitoba; Favourable Lake, Northwind Lake, Sandy Lake, in the Province of Ontario and on July 10th, 1941 to read Winnipeg and/or Lac du Bonnet, Berens River, Norway House, Gods Lake, in the Province of Manitoba; Sachigo, in the Province of Ontario; Island Lake, in the Province of Manitoba; Sandy Lake, Northwind Lake, Favourable Lake, Deer Lake, in the Province of Ontario; Little Grand Rapids, in the Province of Manitoba.

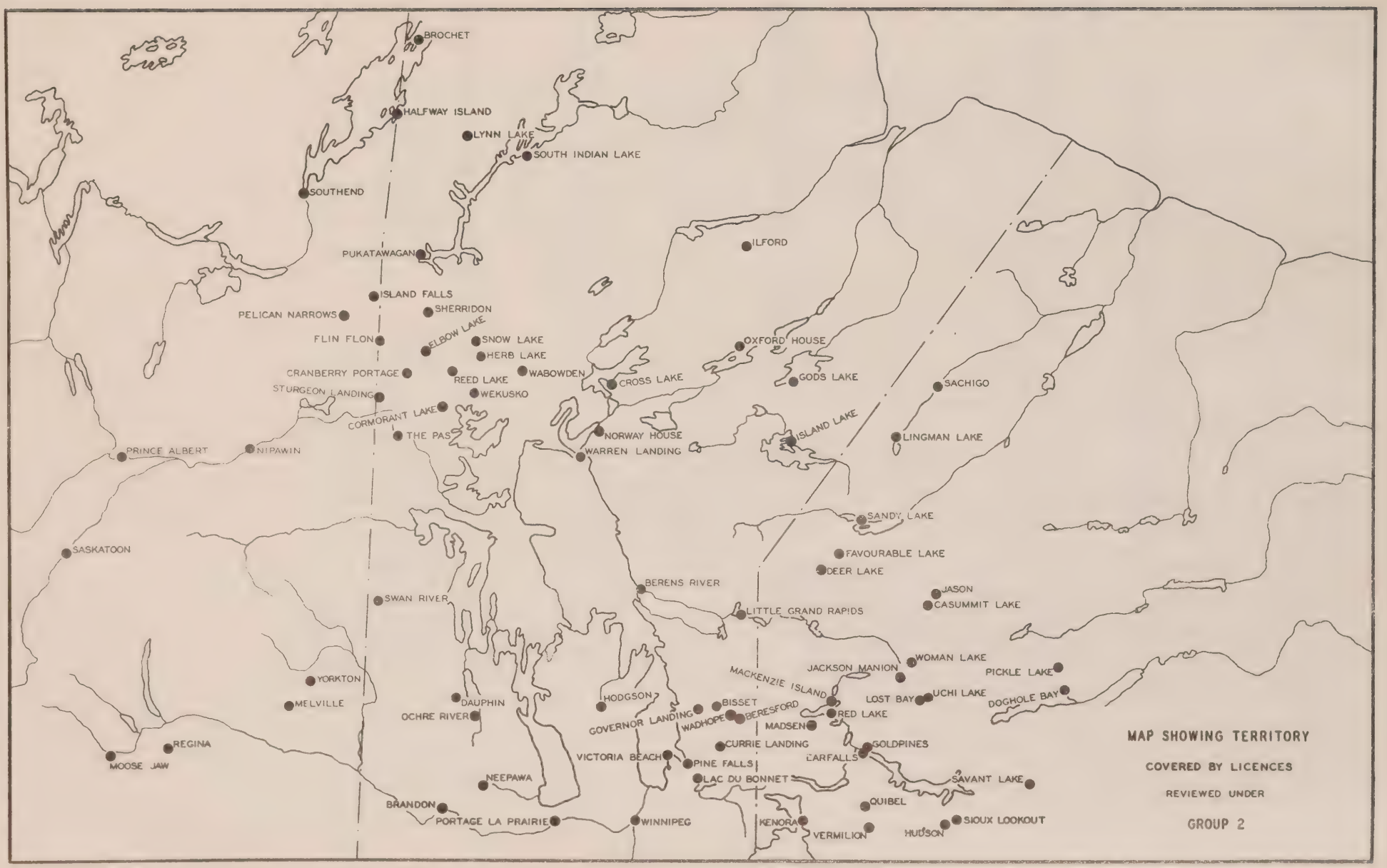
Since the inception of the Air Transport Board Licence CTC(AT)58 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence No. CTC(AT)66

Pursuant to the provisions of the Air Transport Act 1938, Wings Limited applied to the Board of Transport Commissioners on February 15th, 1939, for a licence to operate a scheduled commercial air service, to transport passengers and goods between the terminal points Flin Flon and Brochet and serving the intermediate points Island Falls, South End, Rabbit River, Halfway Island, Sherridon and Pukatawagan.

Subsequently the Board of Transport Commissioners issued Licence No. CTC(AT)66 on November 21st, 1940, to the company which authorized a scheduled commercial air service between Flin Flon, in the Province of Manitoba; Island Falls, South End, Halfway Island, in the Province of Saskatchewan.

Since the inception of the Air Transport Board Licence CTC(AT)66 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.


BROCHET
HALFWAY ISLAND
LYNN LAKE
SOUTH INDIAN LAKE
SOUTHEND
PUKATAWAGAN
ILFORD
ISLAND FALLS
SHERRIDON
PELICAN NARROWS
FLIN FLON
ELBOW LAKE
SNOW LAKE
HERB LAKE
OXFORD HOUSE
CRANBERRY PORTAGE
REED LAKE
WABOWDEN
CROSS LAKE
GODS LAKE
SACHIGO
STURGEON LANDING
WEKUSKO
CORMORANT LAKE
THE PAS
NORWAY HOUSE
ISLAND LAKE
LINGMAN LAKE
PRINCE ALBERT
NIPAWIN
WARREN LANDING
SANDY LAKE
SASKATOON
FAVOURABLE LAKE
DEER LAKE
BERENS RIVER
JASON
CASUMMIT LAKE
SWAN RIVER
LITTLE GRAND RAPIDS
WOMAN LAKE
JACKSON MANION
PICKLE LAKE
YORKTON
MACKENZIE ISLAND
LOST BAY
UCHI LAKE
DOGHOLE BAY
MELVILLE
DAUPHIN
HODGSON
BISSET
OCHRE RIVER
GOVERNOR LANDING
WADHOPE
BERESFORD
RED LAKE
MADSEN
REGINA
CURRIE LANDING
GOLDPINES
MOOSE JAW
VICTORIA BEACH
PINE FALLS
CARFALLS
NEEPAWA
LAC DU BONNET
SAVANT LAKE
QUIBEL
BRANDON
PORTAGE LA PRAIRIE
WINNIPEG
KENORA
VERMILION
HUDSON
SIOUX LOOKOUT
MAP SHOWING TERRITORY
COVERED BY LICENCES
REVIEWED UNDER
GROUP 2

SECTION 2

Airports and Air Navigation Aids Available

Summary

(a) Airports having all facilities for twenty-four hour operation of airline medium type aircraft.

Sioux Lookout, Ont.	Licences C.T.C. (AT) 19, 21, 31, 35, 37, 49, 50
Armstrong, Ont.	
Kenora, Ont.	C.T.C. (AT) 22, 23, 54,62, 64
Winnipeg, Man.	C.T.C. (AT) 24, 25, 26,45, 46, 49,58
Rivers, Man.	
The Pas, Man.	(Summer only) C.T.C.(AT) 11, 12, 29

(b) Airports having adequate dimensions for airline medium type aircraft but lacking full air navigation facilities.

Brandon, Man.	Neepawa, Man.
Carberry, Man.	Netley Lake, Man.
Dauphin, Man.	Paulson, Man.
Fort William, Ont.	Portage la Prairie, Man.
Gimli, Man.	Souris, Man.

(c) Airports with inadequate dimensions, or with few or no facilities or in disrepair.

Churchill, Man.
Virden, Man.

(d) Seaplane bases with full facilities.

Flin Flon, Man.	C.T.C. (AT) 12, 29, 30, 53, 66
Kenora, Ont.	C.T.C. (AT) 22, 23, 54, 62, 64
Lac du Bonnet, Man.	C.T.C. (AT) 24, 25, 26, 45, 46, 49, 58
Sioux Lookout, Ont.	C.T.C. (AT) 19, 21, 31, 35, 37, 49, 50

(e) Seaplane bases with limited facilities and anchorage only.

Berens River, Man.	C.T.C. (AT) 26, 58
Bissett, Man.	C.T.C. (AT) 25, 46
Caribou Lake, Ont.	
Churchill, Man.	
Cormorant Lake, Man.	C.T.C. (AT) 29
Cranberry Portage, Man.	C.T.C. (AT) 12, 29
Cumberland House, Sask.	C.T.C. (AT) 11
Doghole Bay, Ont.	C.T.C. (AT) 31, 37, 50
Fort Frances, Ont.	
God's Lake, Man.	C.T.C. (AT) 20, 26, 38, 58
Goldpines, Ont.	C.T.C. (AT) 19, 21, 49
Grace Lake, Man.	
Grand Rapids, Man.	
Herb Lake, Man.	C.T.C. (AT) 29
Hudson, Ont.	C.T.C. (AT) 19, 21, 31, 35, 49, 50
Ignace, Ont.	
Ilford, Man.	C.T.C. (AT) 20, 38
Kashabowie Lake, Ont.	
Little Grand Rapids, Man.	C.T.C. (AT) 26, 58
Manigotagan, Man.	
Matheson Island, Man.	
Minaki, Ont.	C.T.C. (AT) 22, 54, 62
Moose Lake Post, Man.	
Nipigon, Ont.	
Norway House, Man.	C.T.C. (AT) 20, 26, 58
Orient Bay, Ont.	
Pickle Lake, Ont.	C.T.C. (AT) 31, 37, 50
Port Arthur, Ont.	
Red Lake, Ont.	C.T.C. (AT) 19, 21, 22, 24, 35, 45, 49, 54, 62
Sandy Lake, Ont.	C.T.C. (AT) 26, 58
Shebandowan, Ont.	
Sherridon, Man.	C.T.C. (AT) 12, 29
South Trout, Ont.	
Split Lake, Man.	
The Pas, Man.	C.T.C. (AT) 11, 29
Thicket Portage, Man.	
Victoria Beach, Man.	
Winnipegosis, Man.	
York Factory, Man.	

(f) Landing Fields and Seaplane Bases with little or no facilities or for emergency use only.

Landing Fields

Allanwater, Ont.
Amesdale, Ont.
Caddy Lake, Man.
Graham, Ont.
Hartney, Man.
Sunstrum, Ont.
Vermilion Bay, Ont.
Vivian, Man.
Whitemouth, Man.

Seaplane Bases

Beresford Lake, Man.	C.T.C. (AT) 24, 25, 45, 46
Bird River, Man.	C.T.C. (AT) 46
Brochet, Man.	C.T.C. (AT) 53
Casummit Lake, Ont.	C.T.C. (AT) 19, 49
Cole, Ont.	C.T.C. (AT) 21, 22, 24, 45, 49, 54
Cross Lake, Man.	C.T.C. (AT) 20
Deer Lake, Ont.	C.T.C. (AT) 26, 58
Diana, Man.	C.T.C. (AT) 25, 46
Elbow Lake, Man.	C.T.C. (AT) 12, 29
Favourable Lake, Ont.	C.T.C. (AT) 26, 58, 62
Flint Lake. Ont.	C.T.C. (AT) 64
Golden Arm, Ont.	C.T.C. (AT) 21, 22, 24, 45, 49, 54
Gurney Gold, Man.	C.T.C. (AT) 12, 29
Halfway Island, Sask.	C.T.C. (AT) 66
Halfway Lake, Man.	C.T.C. (AT) 25, 46
Island Falls, Sask.	C.T.C. (AT) 30, 53, 66
Island Lake, Man.	C.T.C. (AT) 20, 26, 58
Jackson Manion, Ont.	C.T.C. (AT) 19, 35, 49
Knee Lake, Man.	C.T.C. (AT) 20
Lost Bay, Ont.	C.T.C. (AT) 19, 21, 31, 35, 49, 50
McKenzie Island, Ont.	C.T.C. (AT) 21, 22, 24, 45, 49, 54, 62
Madsen, Ont.	C.T.C. (AT) 21,22, 24,45, 49,54,62
Maskwa, Man.	C.T.C. (AT) 25, 46
North Star Lake, Man.	C.T.C. (AT) 29
Northwind Lake, Ont.	C.T.C. (AT) 58
Oxford House, Man.	C.T.C. (AT) 20
Pelican Narrows, Sask.	C.T.C. (AT) 30
Populus Lake, Ont.	C.T.C. (AT) 23
Pukatawagan, Man.	C.T.C. (AT) 12
Reed Lake, Man.	C.T.C. (AT) 29
Rowan Lake, Ont.	C.T.C. (AT) 23, 64
Sachigo, Ont.	C.T.C. (AT) 20, 26, 58
South End, Sask.	C.T.C. (AT) 53, 66
Straw Lake, Ont.	C.T.C. (AT) 23, 64
Sturgeon Landing, Sask.	C.T.C. (AT) 11
Swain Post, Ont.	C.T.C. (AT) 19, 49
Uchi Lake, Ont.	C.T.C. (AT) 19, 21, 31, 35, 49, 50
Wadhope, Man.	C.T.C. (AT) 25, 46
Wallace Lake, Man.	C.T.C. (AT) 25, 46
Whitefish Bay, Ont.	C.T.C. (AT) 23, 64
Witch Bay, Ont.	C.T.C. (AT) 23, 64

ARMSTRONG, ONT. Altitude 1058 ft. Landing Field

Position: Air Nav. Chart Sioux Lookout - Nipigon
50° 18' N. 88°55' W.
6½ miles E. of Armstrong

Runways: Nature- Turf Dimensions 3600' x 300'
Asphalt 3790' x 150'
Asphalt 3000' x 150'

Classification- Good

Ownership- Dominion Government Operated by D.O.T.
Used by R.C.A.F. and T.C.A.

Facilities: Repairs- Minor Fule 90 Oil 80, 100 (H 50)
Hangars available

Communication- Teletype, W/T, Radio, Telephone

Transportation- Railway

Passenger Facilities- Hotels at Armstrong
Limited R.C.A.F. transient accommodation

Lighting- Rotating beacon, code beacon flashing "M", approach lights, boundary lights clear and green, range lights green, contact lights clear and green, obstruction lights

Radio Range Call Sign VF1 W/T
Frequencies Recs. 3105, 3117.5, 6210
Trans. 347

Meteorological Facilities- Class C teletype reporting station

BERENS RIVER, MAN. Altitude 713 ft. Seaplane Base

Position Air Nav. Chart Lake Winnipeg
52° 21' N. 97° 01' W.
At Mouth of Berens River

Alighting Area: Outer Bay N/S 1.5 miles NNW/SSE 1.2 miles
Inner Bay NNE/SSW 1 mile ENE/WSW 1.2 miles
WNW/ESE 1.5 miles

Classification- Fair Limited facilities, anchorage

Break-up May 16

Freeze-up Nov. 1

Operated by M.G.A.S. and H.B. Co.

Facilities: Repairs- Nil Fuel 80, 87 Oil Available

No buoys, Dock

Communication- Radio

Transportation- Air and boat

Passenger Facilities- Log cabin inn
H.B. Co. post

Lighting- Nil

Radio- M.G.A.S. Call VX5E W/T Summer only
Frequencies Recs. 4895
Trans.4895
H.B. Co. Call CY 2H W/T
Recs. 4755
Trans.4755

Meteorological Facilities- Weather information available locally

BISSETT, MAN. Altitude 900 ft. Seaplane Base

Position 51° 01' N. 95° 40' W.

Alighting Area: Rice Lake NW/SE 1.8 miles E/W 1.5 miles
NE/SW 1.2 miles

Classification- Good Anchor aircraft

Break-up May 10

Freeze-up Nov.10

Submerged rocks marked with buoys near shore
Owned by San Antonio Gold Mines

Facilities: Servicing facilities at San Antonio Mines

Communication- Telephone, Radio

Passenger
Facilities- Adequate Good docks

BRANDON, MAN. Altitude 1337 ft. Landing Field

Position: Air Nav. Chart Brandon, Winnipeg
49° 55' N. 99° 57' W.
4 miles N. of City

Runways Nature- Asphalt Dimensions 2710' x 100'
2710' x 100'
2700' x 100'
2700' x 100'
2720' x 100'
2720' x 100'

Classification- Good

Ownership- Dominion Government
Operated by D.O.T.

Facilities Repairs- Maintenance and Minor Fuel 87 Oil 80
Hangars available

Communication- Telephone, Teletype, Radio Telegraph in City

Transportation- Bus line, Railways

Passenger Facilities- Accommodation limited at field
Hotels in City

Lighting- Rotating beacon, code beacon, flashing "BN", portable electric flare path on 1 hour notice, lighted wind tee, obstruction lights (on request)

Radio- Nil

Radio Range Call Sign Nil

Meteorological Facilities- Weather information available by telephone from Rivers Airport.

CARBERRY, MAN. Altitude 1253 ft. Landing Field

Position: Air Nav. Chart Brandon, Winnipeg
49° 51' N. 99° 20' W.
1 mile S.E. of town

Runways: Nature- Asphalt Dimensions 2870' x 100'
2700' x 100'
2960' x 100'
2720' x 100'
2770' x 100'
2640' x 100'

Classification- Good Emergency use only

Ownership- Dominion Government
Operated by R.C.A.F.

Facilities: Repairs- Maintenance and Minor Fuel 87 Oil Available Hangars Available

Communication- Telephone

Transportation- Bus, Railway, Highway

Passenger Facilities- Limited accommodation at field

Lighting- Rotating beacon, code beacon flashing "CY", contact and obstruction lights on request, lighted wind tee

Radio- Nil

Meteorological Facilities- Weather information available by telephone from Rivers Airport.

CARIBOU LAKE, ONT. Altitude 1176 ft. Seaplane Base

Position 50° 22' N. 89° 10' W.

Alighting Area: Caribou Lake (any direction)
N/S 3 miles NNE/SSW 3 miles
NE/SW 2.2 miles

Classification- Good Limited facilities

Break-up May 16

Freeze-up Nov. 1

Operated by O.P.A.S.
Dock and sand beach

Facilities: Fuel 80

Communication- Telephone

Transportation- Road, Railway

Passenger Facilities- Limited accommodation at base
Hotels at Armstrong (8 miles SE)

CHURCHILL, MAN. Altitude 100 ft. S.L. Landing Field . Seaplane Base

Position: Air Nav. Chart Churchill
58° 45' N. 94° 05' W. L.F.
58° 47' N. 94° 11' W. S.B.

Runways: Nature- Concrete Dimensions 6500' x 160' (2500' U/S)
Asphalt 6000' x 200' (U/S)

24 hrs. notice required prior to landing. Extreme caution needed in landing heavy aircraft.

Classification- Poor

Ownership- Dominion Government
Operated by D.O.T.

Alighting Area: Churchill River (mid channel) N/S 6 miles
NE/SW 2.5 miles NW/SE 2.2 miles
E/W 1.6 miles (Inside "Tide rip")
N/S 1.6 miles

Classification - Fair Limited facilities, anchorage.

Break-up- June 16
Freeze-up- Oct. 16

No buoys Beach aircraft or tie up to dock
Rocks on W. side of harbour

Facilities: Repairs- Servicing only Fuel 90, 100
Oil All grades
Hangars available. Rock and gravel beach

Communication- Radio, telephone, teletype

Transportation- Railway, Road to town

Passenger Facilities- Accommodation available at field and in town

Lighting- Rotating beacon, flare path on request, obstruction lights

Radio Range Call Sign VFEJ W/T (on request 12 hrs' notice)
Frequencies Recs. 3105, 6210
Trans. 236

Meteorological Facilities- Telegraph Reporting Station to The Pas

CORMORANT LAKE, MAN. Altitude 840 ft. Seaplane Base

Position: Air Nav. Chart Flin Flon
54° 14' N. 100° 37' W.
42 miles N.E. of The Pas

Alighting Area: Cormorant Lake (Inner Bay)
N/S 3.5 miles NW/SE 3.5 miles
E/W 3.5 miles NE/SW 2.5 miles

Classification- Good Limited facilities, anchorage

Break-up May 20

Freeze-up Oct.15

Sheltered area
Buoys M.G.A.S. R.C.A.F. Ramp M.G.A.S. Dock
Operated by M.G.A.S. Summer only

Facilities: Repairs- Minor Fuel All ratings
Oil All grades
Hangars Available (R.C.A.F.)

Communication- Telephone, Radio
Telegraph service from The Pas

Transportation- Railway to The Pas

Passenger Facilities- Accommodation not available at the base

Lighting- Nil

Radio- M.G.A.S. Call VX5G W/T
Frequencies Recs. 4895
Trans. 4895
Schedule on request

Meteorological Facilities- Weather information available at base.

CRANBERRY PORTAGE, MAN. Altitude 956 ft. Seaplane Base

Position: 54° 35' N. 101° 25' W.

Alighting Area: Athapapuskow Lake (E. arm)
NE/SW 2.5 miles NNE/SSW 1.2 miles
NW/SE 1.2 miles

Classification- Good Limited facilities

Break-up May 15

Freeze-up Nov. 1

No buoys, anchorage, docks (Western Canada Airways) (Dom. Construction Co.)
Very well sheltered

Facilities: Fuel Available

Communication- Telephone, Telegraph

Transportation- Daily mail and train service

Passenger
Facilities- Hotels available

CUMBERLAND HOUSE, SASK. Altitude 871 ft. Seaplane Base

Position: 53° 57' N. 102° 16' W.

Alighting Area: Cumberland Lake Any direction unlimited
Alightings to be made well out on lake

Classification- Good Very limited facilities

Break-up May 10

Freeze-up Nov. 1

R.C.A.F. No buoys Anchor or beach
Very exposed to all winds

Facilities: Fuel Emergency

Passenger
Facilities- Limited accommodation at H.B. Co.

DAUPHIN, MAN. Altitude 993 ft. Landing Field

Position: 51° 06' N. 100° 03' W.
3 miles S. of town

Runways: Nature-Asphalt Dimensions 2600' x 100'
2700' x 100'
2600' x 100'
2700' x 100'
2700' x 100'
2800' x 100'

Classification- Good Emergency use only

Ownership- Dominion Government
Operated by D.O.T.

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars Available

Communication- Telephone

Transportation- Bus, Railway

Passenger
Facilities- Accommodation at field

Lighting- Nil

Radio- Nil

Radio Range Call Sign- Nil

DOGHOLE BAY, ONT. Altitude 1218 ft. Seaplane Base

Position: 51° 12' N. 90° 14' W.

Alighting Area: St. Joseph Lake (NE Portion)
N/S 2 miles
NW/SE 2 miles

Classification- Good Limited facilities

Break-up May 20

Freeze-up Nov. 8

Anchor aircraft or tie up to dock

Facilities: Communication- Radio Operated by C.P.A.L.

Passenger Facilities- Limited accommodations at settlement.

FLIN FLON, MAN. Altitude 960 ft. Seaplane Base

Position: Air Nav. Chart Flin Flon
54° 45' N. 101° 50' W.
3 miles S.E. of Flin Flon

Alighting Area: Schist Lake
NNW/SSE 3 miles

Classification- Fair Full facilities

Break-up May 1

Freeze-up Nov.1

Sheltered from winds
No buoys Three docks (C.P.A.L. and H.B.Co.)
Operated by C.P.A.L. and H.B. Co,
Ski planes in winter

Facilities: Repairs- Maintenance and Minor Fuel Available Oil Available

Communication- Telephone and Radio Telegraph in Flin Flon

Transportation- Taxi to Flin Flon Railway in town

Passenger Facilities- Fair Accommodation available in Flin Flon

Lighting- Nil

Radio- C.P.A.L. Station Call Sign CZ5W W/T

Frequencies Recs. 4755
Trans. 4755
Schedule and on request

Meteorological Facilities- Weather information available at base

FORT FRANCES, ONT. Altitude 1108 ft. Seaplane Base

Position: 48° 37' N. 93° 21' W.

Alighting Area: Rainy Lake (main portion) any direction, unlimited.
Bay N.E. of town N/S 2 miles NE/SW 2 miles
E/W 2 miles

Classification- Good limited facilities

Break-up May 10

Freeze-up Nov. 10

Submerged rocks at high water. Log booms, drifting logs. Operated by O.P.A.S.
Wharf, buoys, sand beach
Heavy swells in E. wind

Facilities: Fuel available

Communication- Telephone

Transportation- Road, Railway

Passenger
Facilities- Hotels

FORT WILLIAM, ONT. Altitude 653 ft. Landing Field

Position: Air Nav. Chart Ignace - Fort William
48° 22' N. 89° 19' W.
3 miles W.S.W. of Fort William P.O.

Runways: Nature- Concrete Dimensions 4700' x 200'
4200' x 200'

Classification- Fair

Ownership- Dominion Government
Operated by D.O.T.

Facilities: Repairs- Maintenance and Minor Fuel 80, 100
Oil 100 (H 50), 120
Hangars available

Communication- Telephone, Radio, Teletype

Transportation- M.T. Section, railway

Passenger Facilities- Limited accommodation at field
Hotels at Fort William

Lighting- Rotating beacon, code beacon flashing "FW", obstruction lights, Portable electric flare path.

Radio Range Call Sign VFBN W/T

Frequencies Recs. 3105, 6210
Trans. 332

Meteorological Facilities- Class C Teletype Reporting Station.

GIMLI, MAN. Altitude 749 ft. Landing Field

Position 50° 38' N. 97° 03' W.
2 miles W. of town

Runways Nature- Asphalt Dimensions 4340' x 150'
3800' x 75'
5088' x 150'
4650' x 75'
4340' x 150'
3800' x 75'

Classification- Good Emergency use only

Ownership- Dominion Government
Operated by R.C.A.F.

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars Available

Communication- Telephone, Teletype, Radio
Telegraph in town

Transportation- Bus, railway, taxi, highway

Passenger
Facilities- Accommodation limited at field

Lighting- Nil

Radio- Control Tower (on request)

Frequencies Recs. 3017.5
Trans. 3027.5

Meteorological
Facilities- Class C Teletype Reporting
Station in town

GOD'S LAKE, MAN. Altitude 585 ft. Seaplane Base

Position: 54° 40' N. 94° 10' W.

Alighting Area: God's Lake (inner bay)
N/S 3 miles E/W 3 miles
NE/SW 3 miles NW/SE 2.5 miles

Classification- Good Limited facilities

Break-up June 5

Freeze-up Oct. 20

C.P.A.L. dock
Rough water in any wind
Contact C.P.A.L. or M.G.A.S. prior to alighting.

Facilities: Repairs- Minor Fuel 87

Communication- M.G.A.S. R/T (½ mile NW)

Passenger Facilities- Very limited accommodation

Meteorological Facilities- Weather information available.

GOLDPINES, ONT. Altitude 1170 ft. Seaplane Base

Position: 50° 38' N. 93° 10' W.

Alighting Area: Lac Seul (NW portion)
N/S 3.5 miles E/W 2.8 miles
NW/SE 3 miles NE/SW 2.2 miles

Classification- Good Limited facilities

Break-up May 10

Freeze-up Nov. 1

Sheltered except to SE winds
Anchor or tie up to dock

Facilities: Fuel Available at Settlement
Dock

Communication- Radio operated by C.P.A.L.

GRACE LAKE, MAN. Altitude 855 ft. Seaplane Base

Position: Air Nav. Chart Pasquia Hills - Swan River
53° 53' N. 101° 15' W.
3 miles E. of town of The Pas

Alighting Area: Grace Lake
NE/SW 2.5 miles E/W 2 miles

Classification- Limited facilities

Break-up May 1

Freeze-up Oct. 20

Operated by C.P.A.L. Use skis in winter
Narrow channel to dock No buoys
Shallow lake filled with weeds, mud bottom
Sea conditions very good Depth 5 ft.

Facilities: Repairs Garages in The Pas Fuel Available from Imperial Oil Co., The Pas
C.P.A.L. dock

Communication- Telephone and Telegraph at The Pas

Transportation- Taxi in town summoned by circling town before alighting

Passenger Facilities- Three hotels in town

Lighting- Nil

GRAND RAPIDS, MAN. Altitude 713 ft. Seaplane Base

Position: 53° 10' N. 99° 16' W.

Alighting Area: Saskatchewan River (N. of rapids)
N/S 1.2 miles
Lake Winnipeg any direction unlimited

Classification- Good Very limited facilities

Break-up May 20

Freeze-up Oct. 25

Beach Dock
Shoals in river S. of dock
Current 5 knots

Facilities: Fuel 80

M.G.A.S.

Passenger
Facilities- No accommodation

HERB LAKE, MAN. Altitude 844 ft. Seaplane Base

Position: 54° 47' N. 99° 48' W.

Alighting Area: Wekusko Lake (W. of Herb Lake)
NE/SW 2.5 miles NW/SE 2 miles
ESE/WNW 2.2 miles

Classification- Good Very limited facilities

Break-up May 30

Freeze-up Oct.20

Anchor aircraft tie up to dock
Becomes very rough in windy weather

Facilities: Store

Communication- Telephone to The Pas

HUDSON, ONT. Altitude 1170 ft. Seaplane Base

Position 50° 06' N. 92° 11' W.

Alighting Area: Lost Lake (W. Portion)
E/W 5 miles
N/S 2 miles

Classification- Good Limited facilities

Break-up May 8

Freeze-up Nov.10

Wharf, sand bottom, well protected
Used by C.P.A.L.

Facilities Fuel 87

Communication- Telephone, Telegraph

Transportation- Railway, Boats available

Passenger
Facilities- Limited accommodation

IGNACE, ONT. Altitude 1450 ft. Seaplane Base

Position: 49° 25' N. 91° 41' W.

Alighting Area: Agimak Lake (S.W. of town)
N/S 2.2 miles NE/SW 1.7 miles
NW/SE 1.5 miles

Classification- Good Very limited facilities

Break-up May 8

Freeze-up Nov.8

Anchor or tie up to dock Beach
Operated by O.P.A.S.

Facilities: Communication- Telephone, Telegraph

Transportation- Road, Railway

Passenger
Facilities- Accommodation in town

ILFORD, MAN. Altitude 608 ft. Seaplane Base

Position- 56° 04' N. 95° 38' W.

Alighting Area: Moosenose Lake
NE/SW 2.2 miles
E/W 2.2 miles

Classification- Fair Limited facilities

Break-up May 1

Freeze-up Nov.1

Beach aircraft or tie up to dock
Shallow lake - hidden reefs
Opaque muskeg water

Facilities: Repairs- Minor
C.P.A.L. workshop

Communication- Telephone, Telegraph

Passenger
Facilities- Limited hotel accommodation

KASHABOWIE LAKE, ONT. Altitude 1474 ft. Seaplane Base

Position: 48° 40' N. 90° 23' W.

Alighting Area: Kashabowie Lake (2.5 NE of railway station)
N/S 1.4 miles NE/SW 2.1 miles
NW/SE 1.1 miles
(Immediately N of railway station)
ENE/WSW 1.9 miles

Classification- Poor Very limited facilities

Break-up May 10

Freeze-up Nov. 1

Anchor aircraft or tie up to dock
Alighting restricted when water low. Numerous reefs. Gap into big lake blocked by reefs

Facilities: Fuel- Limited

Communication- Telegraph

Transportation- Railway

Passenger Facilities- Very limited accommodation available

KENORA, ONT. Altitude 1350 ft. Landing Field
1060 ft. Seaplane Base

Position: 49° 48' N. 94° 22' W.
5 miles E. of Kenora

Runways: Nature- Turf Dimensions 2700' x 300'
3500' x 150'
2800' x 300'

Classification- Good

Ownership- Dominion Government Operated by- O.P.A.S., C.P.A.L., D.O.T.

Alighting Area: Lake of the Woods (N. of Coney Island) NE/SW 1.4 m.
NNW/SSE 2 m.
N/S 2 m.

(S. of Coney Island) E/W 1.6 m.
NE/SW 2 m.

Classification- Good Full facilities

Break-up May 10

Freeze-up Nov. 1

Use skiplanes in winter from Fish Hatchery Bay (1.2 miles S.E.)

Facilities: Repairs- Nil at Landing Field, Minor Repairs (O.P.A.S.) Fuel 87, 90 Oil Available at Seaplane Base

Communication- Teletype, Telephone, Radio Telegraph at Kenora

Transportation- Highway, Railway, Boat to City

Passenger Facilities- Dock and Pier at Seaplane Base
Hotels at Kenora

Lighting- Rotating beacon, code beacon flashing "M", boundary lights clear, threshold lights green, obstruction lights

Radio- C.P.A.L. Call Sign CFK CFK2 CFK3
Frequencies Recs. 1610,3055,4475 3300 4755
Trans.1610,3130,4475 3300 4755

Times 1330 - 0200 Local Zone Time

Radio Range Call Sign VFR W/T
Frequencies Recs. 3105, 3117.5, 6210
Trans. 326

Meteorological Facilities- Class C Teletype Reporting Station

LAC DU BONNET, MAN. Altitude 820 ft. Seaplane Base

Position: Air Nav. Chart Brandon- Winnipeg
50° 16' N. 96° 03' W.
3 miles N.E. of town
54 miles N.E. of Winnipeg

Alighting Area: Lac du Bonnet
S. of Bridge NE/SW 3.5 miles

Classification- Good Full Facilities

Break-up April 23

Freeze-up Nov. 15

Ski planes in winter
Operated by Manitoba Government Air Service and C.P.A.L.

Facilities: Repairs- Major Fuel 80, 87 Oil 80,100,120
M.G.A.S. Hangars, Buoys, Dock, Hoist and Slipway

Communication- Telephone, Telegraph, Radio

Transportation- Highway, Railway

Passenger
Facilities- Hotels in town

Lighting- Nil

Radio- C.P.A.L. Call Sign CZ6T W/T

Frequencies Recs. 4755
Trans. 4755
Times 1200 to 0300 Local Zone Time

M.G.A.S. Call Sign VX5A
Frequencies Recs. 4895
Trans. 4895
Times 1400 to 2300 Local Zone Time

Meteorological Weather information
Facilities- available locally.

LITTLE GRAND RAPIDS, MAN. Altitude 1015 ft. Seaplane Base

Position:	50° 03' N. 95° 28' W.
Alighting Area:	Family Lake N/S 2 miles E/W 2 miles NE/SW 1.5 miles NW/SE 1.2 miles
	Classification- Good Limited facilities
	Break-up May 1
	Freeze-up Nov. 1
	Sand beach, docks (M.G.A.S. and H.B. Co.) Reefs and islands
Facilities	M.G.A.S. emergency fuel
	Passenger Facilities- Very limited accommodation

MANIGOTAGAN, MAN. Altitude 713 ft. Seaplane Base

Position: 51° 07' N. 96° 20' W.

Alighting Area: Manigotagan River (W. of settlement)
WNW/ESE 1.3 miles
Lake Winnipeg (at mouth of river)
N/S 1.7 miles E/W 2.5 miles
NW/SE 2.5 miles NE/SW 2.5 miles

Classification- Fair Limited facilities

Break-up May 15

Freeze-up Nov. 7

Beach, anchorage, mud bottom
Shoal rocks near lake.
Deadheads and floating logs.

Facilities: Repairs- Limited at sawmill Fuel Available
General store

Communication- Telephone

Passenger
Facilities- Hotel

MATHESON ISLAND, MAN. Altitude 713 ft. Seaplane Base

Position: 51° 45' N. 96° 55' W.

Alighting Area: Lake Winnipeg (narrows S.E. of Island)
NE/SW 4 miles
NW/SE 1 mile

Classification- Fair Limited facilities

Break-up May 16

Freeze-up Nov. 1

Beach, dock
Rough in N.W. winds

Facilities: Fuel Available

Passenger Facilities- Limited accommodation at fishing station

MINAKI, ONT. Altitude 1040 ft. Seaplane Base

Position: 49° 59' N. 94° 39' W.

Alighting Area: Gun Lake (S. of Bridge)
N/S 2.1 miles NNE/SSW 1.5 miles
NW/SE 1.2 miles
(S.E. of Bridge) NW/SE 1.1 miles

Classification- Good Limited facilities

Break-up May 10

Freeze-up Oct.20

Dock anchorage

Facilities: Fuel Available
Small workshop

Communication- Telephone, Telegraph

Transportation- Road, Railway

Passenger
Facilities- Accommodation at Inns

MOOSE LAKE POST, MAN. Altitude 838 ft. Seaplane Base

Position: 53° 42' N. 100° 18' W.

Alighting Area: Moose Lake (N.E. of H.B. Co. Post)
NE/SW 4 miles NW/SE 3.5 miles
E/W 3 miles

Break-up May 15

Freeze-up Oct.10

Mooring, dock
No swell but open to N and E winds

Facilities: Fuel- Emergency

Communication- Radio

Passenger
Facilities- Limited accommodation

NEEPAWA, MAN. Altitude 1270 ft. Landing Field

Position: 50° 14' N. 99°31' W.
1 mile W. of town

Runways: Nature- Asphalt Dimensions 2600' x 150'
2550' x 150'
2600' x 150'

Classification- Good

Ownership- Dominion Government
Operated by D.O.T.

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars available

Communication- Telephone, Teletype, Telegraph

Transportation- Railway, Bus

Passenger Facilities- Accommodation limited at field
Hotels in Neepawa

Lighting- Rotating beacon

Radio Range Call Sign VFGJ W/T

Frequencies Recs. 3105 3117.5 6210
Trans. 269

Meteorological Facilities- Class C Teletype
Reporting Station

NETLEY LAKE, MAN. Altitude 750 ft. Landing Field

Position: 50° 22' N. 98° 59' W.
1.5 miles W.N.W. of Village

Runways: Nature- Asphalt Dimensions 4475' x 150'
5475' x 150'
4475' x 150'

Classification- Good

Ownership- Dominion Government
Operated by D.O.T.

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars available

Communication- Telephone, Telegraph in town

Transportation- Highway, Railway

Passenger Facilities- Very limited accommodation at field

Lighting- Nil

Radio- Nil

Radio Range Call Sign- Nil

Meteorological Facilities- Weather data available by telephone from Meteorological Office in town of Gimli

NIPIGON, ONT. Altitude 606 ft. Seaplane Base

Position: 49° 02' N. 88° 15' W.

Alighting Area: Helen Lake (1.5 miles N. of town)
N/S 2 miles NW/SE 2 miles

Classification- Good Limited facilities

Break-up May 1

Freeze-up Oct.20

Dock, anchorage
Sea conditions generally good except in N. winds
Sand bars immediately N. of dock
Taxi in middle of lake when possible

Facilities: Fuel- Available

Communication- Telephone, Telegraph

Transportation- Railway, Road

Passenger
Facilities- Hotel

NORWAY HOUSE, MAN. Altitude 712 ft. Seaplane Base

Position: Air Nav. Chart Lake Winnipeg - Upper Nelson River
53° 59' N. 97° 45' W.
On S. side of Little Playgreen Lake

Alighting Area: Little Playgreen Lake west of Forestry Island
N/S 1.6 miles NE/SW 1.7 miles
NNE/SSW 2.0 miles E/W 1.7 miles

Classification- Good Limited facilities, anchorage

Break-up May 25

Freeze-up Oct.20

Operated by M.G.A.S. and C.P.A.L. and H.B.Co.

Facilities: Repairs- Limited Fuel 80, 87 Oil 120

No buoys. Docks

Communication- Radio

Transportation- Air and Boat weekly to Selkirk and Winnipeg

Passenger Facilities- Accommodation at Playgreen Inn

Lighting- Nil

Radio- C.P.A.L. Call VDY W/T

Schedule and on request Frequencies Recs. 4755
Trans. 4755
M.G.A.S. Call VX5F W/T
Recs. 4895
Trans. 4895

Meteorological Facilities- Weather information available locally

ORIENT BAY, ONT. Altitude 852 ft. Seaplane Base

Position: 49° 25' N. 88° 09' W.

Alighting Area: Lake Nipigon
N/S 3 miles E/W 2 miles
NE/SW 1.2 miles NW/SE 1.2 miles

Classification- Good Limited facilities

Break-up May 1

Freeze-up Nov.1

Wharf Two buoys (O.P.A.S.)
Operated by O.P.A.S.

Facilities: Fuel 87

Communication- Telephone, Telegraph

Transportation- Railway

Passenger Facilities- Inn at base
Hotel in town

PAULSON, MAN. Altitude 884 ft. Landing Field

Position: Air Nav. Chart Neepawa - Gypsumville
51° 08' N. 99° 52' W.
8 miles E. of Dauphin

Runways: Nature- Asphalt Dimensions 3150' x 150'
3150' x 150'
3150' x 150'

Classification- Good

Ownership- Dominion Government
Operated by R.C.A.F.

Facilities: Repairs- Maintenance and Minor Fuel 87 Oil 80, 100
Hangars available

Communication- Telephone

Transportation- Road, Railway, Bus, Taxi

Passenger Facilities- Accommodation limited at field

Lighting- Nil

Radio- Nil

Meteorological Facilities- Weather information available by telephone from Rivers Airport

PICKLE LAKE, ONT. Altitude 1180 ft. Seaplane Base

Position 51° 28' N. 90° 12' W.

Alighting Area: Pickle Lake
NE/SW 2.1 miles NW/SE 1.3 miles
N/S 1.4 miles

Classification- Good Limited facilities

Break-up May 16

Freeze-up Nov. 1

Anchorage, Beach (sand), Dock
Sand bottom

Facilities: Fuel Available

Communication- Radio, Telephone

Transportation- Highway

Passenger
Facilities- Hotel accommodation

PORTAGE LA PRAIRIE, MAN. Altitude 863 ft. Landing Field

Position: 49° 55' N. 98° 17' W.
4 miles S. of City

Runways: Nature- Asphalt Dimensions 2685' x 150'
3075' x 150'
2925' x 150'

Classification- Good

Ownership- Dominion Government
Operated by R.C.A.F.

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars Available

Communication- Telephone, Telegraph

Passenger Facilities- Accommodation available at field
Hotels in City

Lighting- Rotating beacon, code beacon flashing "PP"

Radio- Nil

Radio Range Call Sign- Nil

Meteorological Facilities- Weather information available by telephone from Winnipeg forecast office

PORT ARTHUR, ONT. Altitude 602 ft. Seaplane Base

Position: 48° 26' N. 89° 12' W.

Alighting Area: Thunder Bay (inside breakwater) NE/SW 2 miles
(outside breakwater) unlimited

Classification- Poor Operated by O.P.A.S.

Break-up May 12

Freeze-up Nov.12

Wharfs, mud bottom
Dead rolls and heavy swells
Exposed to S. and E. winds with heavy seas
Alighting inside breakwater for small aircraft only

Facilities: Repairs- General Fuel available

Communication- Telephone, Telegraph

Transportation- Highway, Railway

Passenger Facilities- Hotels

Radio Range Call Sign VFBN W/T

Frequencies Recs. 3105, 6210
Trans. 332

RED LAKE, ONT. Altitude 1157 ft. Seaplane Base

Position: 51° 02' N. 93° 50' W.

Alighting Area: Red Lake (Burntwood Bay)
E/W 2 miles NE/SW 2 miles

Classification- Good Limited facilities

Break-up May 16

Freeze-up Oct.16

Wharfs, mud bottom
Well protected. Numerous islands
Ski planes in winter
Power line (1200 ft.) adjacent - West

Facilities: Fuel Available

Communication- Radio (C.P.A.L.) Telephone

Passenger
Facilities- Accommodation available

RIVERS, MAN. Altitude 1550 ft. Landing Field

Position: 50° 01' N. 100° 19' W.
2 miles S.W. of town of Rivers

Runways: Nature- Asphalt Dimensions 3270' x 150'
3300' x 150'
3270' x 150'

Classification- Good

Ownership- Dominion Government
Operated by D.O.T.

Facilities: Repairs- Nil Fuel Nil Oil Nil

Communication- Telephone, Teletype, Telegraph, Radio

Transportation- Railway

Passenger Facilities- Limited transient accommodation at field
One hotel in Rivers

Lighting- Rotating beacon, code beacon flashing "RS", boundary lights clear - range lights red, contact lights clear, obstruction lights, portable electric flare path, lighted wind tee

Radio Range Call Sign VFV W/T

Frequencies Recs. 3105 3117.5 6210
Trans. 296

Meteorological Facilities- Class C teletype reporting station

SANDY LAKE, MAN. Altitude 2037 ft. Seaplane Base

Position: 50° 32' N. 100° 10' W.

Alighting Area: S. half of Sandy Lake
N/S 2 miles NE/SW 1.6 miles E/W 1 mile

Classification- Good Limited facilities

Break-up May 1

Freeze-up Nov.1

Anchorage (no buoys) mud bottom
beach soft and shallow, unsuitable for aircraft.

Facilities: Communication- Telephone, Telegraph

Transportation- Highway, Railway

SHEBANDOWAN, ONT. Altitude 1474 ft. Seaplane Base

Position: 48° 38' N. 90° 04' W.

Alighting Area: Shebandowan Lake
NE/SW 3.1 miles NW/SE 1.5 miles
N/S 1.4 miles

Classification- Good No facilities

Break-up May 10

Freeze-up Nov. 1

Wharfs
Sheltered from all except W.S.W. winds
Deadheads and driftwood

Facilities: Fuel from Fort William

Communication- Telephone

Transportation- Railway, Road, Busline

Passenger
Facilities- Inn

SHERRIDON, MAN. Altitude 920' Seaplane Base

Position: Air Nav. Chart 55° 07' N. Flin Flon 101° 07' W.

Alighting Area: Kississing Lake NNW/SSE 5 miles
NW/SE 1.5 miles (East arm) E/W 1.5 miles
N/S 1.5 miles

Classification- Good Limited facilities

Break-up May 15

Freeze-up Oct.30

Shoals in narrows west of M.G.A.S. base
No buoys Docks (C.P.A.L., M.G.A.S.) - Poor
Ski planes in winter

Facilities: Repairs- Emergency at Sherritt-Gordon Workshops Fuel 87
Oil Available C.P.A.L. Imperial Oil at Sherridon

Communication- Telephone and Telegraph

Transportation- Taxi to Sherridon, Railway

Passenger Facilities- None
Accommodation limited at Kississing
Good accommodation at Sherridon

SIOUX LOOKOUT, ONT. Altitude 1280 ft. Landing Field
1171 ft. Seaplane Base

Position: 50° 07' N. 91° 54' W. L.F.
50° 05' N. 91° 55' W. S.B.

Runways: Nature- Turf Dimensions 2260' x 500'
Soft after rain 1990' x 500'
2800' x 400'

Classification- Good

Ownership- Operated by D.O.T.

Alighting Area: Pelican Lake N/S 2 miles E/W 2 miles
NE/SW 1.5 miles
Abram Lake N/S 2.5 miles
NE/SW 3 miles NW/SE 2 miles

Classification- Good Full Facilities
Operated by CPAS CPAL

Break-up May 16

Freeze-up Nov. 1

Moorings C.P.A.L. available
O.P.A.S. not available

Facilities: Repairs- Minor only at Seaplane Base Fuel 90
Hangars at seaplane base Oil 80, 100

Communication- Telephone, Teletype,
Telegraph, Radio

Transportation- Railway, Taxi

Passenger
Facilities- Hotels in town

Lighting- Rotating beacon, code beacon
flashing "M", boundary lights
clear, range lights green,
obstruction lights.

Radio- C.P.A.L. Call signs- CFB CFB2 CFB3
Frequencies Recs. 1610 4580 4356
3055 4755
4475
Trans. 1610 4475 3300
3130 4755
Times 1300 - 0200 local zone time
(on request)

Radio Range Call Sign VFL W/T
Frequencies Recs. 3105 3117.5 6210
Trans. 242

Meteorological Class C Teletype
Facilities- Reporting Station

SOURIS, MAN. Altitude 1480 ft. Landing Field

Position: Air Nav. Chart Indian Head- Brandon
49° 38' N. 100° 12' W.
3.5 miles ENE of town

Runways: Nature- Asphalt Dimensions 3180' x 100'
2760' x 150'
3180' x 100'
2760' x 150'
3180' x 100'
2760' x 150'

Classification- Good

Ownership- Dominion Government
Operated by D.O.T.

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars Available

Communication- Telephone, Teletype

Transportation- Road, Railway

Passenger Facilities- Limited accommodation at field

Lighting- Nil

Radio- Nil

Radio Range Call Sign- Nil

Meteorological Facilities- Nil

SOUTH TROUT, ONT. Altitude 935 ft. Seaplane Base

Position: 52° 52' N. 93° 40' W.

Alighting Area: South Trout Lake
WNW/ESE 3 miles NW/SE 2 miles
NE/SW 1.8 miles

Classification- Good Limited facilities

Break-up May 25

Freeze-up Oct. 16

Usually well sheltered

Facilities: Fuel Available

Passenger
Facilities- Limited accommodation

SPLIT LAKE, MAN. Altitude 535 ft. Seaplane Base

Position: 56° 15' N. 96° 06' W.

Alighting Area: Split Lake (Narrows S. of Post)
E/W 3.5 miles NE/SW 3 miles
NW/SE 3 miles

Classification- Poor

Break-up June 15

Freeze-up Oct. 1

Beach S. of H.B. Co. Post
Becomes rough in winds
Rocks in Bay N. of Post
Watch for submerged rocks around
alighting area

Facilities: Fuel- Emergency

Passenger Facilities- Limited accommodation at H.B. Co. Post

THE PAS, MAN.

Altitude 880 ft. Landing Field
856 ft. Seaplane Base

Position: 53° 58' N. 101° 06' W. 12 miles NE of Town L.F.
53° 53' N. 101° 16' W. W of Town S.B.

Runways: Nature- Asphalt Dimensions 6275' x 200'
4240' x 200'

Classification- Good

Ownership- Dominion Government
Operated by D.O.T. (L.F.)
M.G.A.S. (S.B.)

Alighting Area: Saskatchewan River
(W of R.R. bridge) NW/SE 3 miles
(2 miles E. of bridge) ENE/WSW 3.5 miles

Classification- Good Limited facilities, anchorage

Break-up May 1

Freeze-up Nov.1
In winter ski planes use Grace Lake
No buoys Beaching

Facilities: Repairs- Garages in The Pas Fuel 72, 100
Oil In The Pas

Communication- Radio, Teletype, Telephone

Transportation- M.T. railway, bus, taxi

Passenger Facilities- Accommodation available at field
Hotels in town

Lighting- Rotating beacon, code beacon flashing "TP", obstruction lights, flare path on request, lighted wind tee

Radio Range Call Sign VFEE W/T (4 hrs' notice)
Frequencies Recs. 3105 4495 6210
Trans. 284

Meteorological Facilities- Class C Teletype
Reporting Station

THICKET PORTAGE, MAN. Altitude 593 ft. Seaplane Base

Position: 55° 19' N. 97° 42' W.

Alighting Area: Wintering Lake (2 miles NW of Post)
N/S 2.5 miles NE/SW 2 miles NW/SE 2 miles

Classification- Limited facilities

Break-up May 15

Freeze-up Oct.15

Sheltered from all except W. winds
Five buoys H.B. Co.
Glassy water
Submerged rocks

Facilities: Repairs- Limited Fuel- Emergency

Passenger
Facilities- Limited accommodations

VICTORIA BEACH, MAN. Altitude 713 ft. Seaplane Base

Position: 50° 42' N. 96° 34' W.

Alighting Area: Lake Winnipeg
(Bay S. of beach) N/S 1.5 miles
E/W 2.5 miles
(Main Lake) any direction unlimited
Hillside Beach E/W 1 mile

Classification- Good Limited facilities

Break-up May 14

Freeze-up Nov.15

Wharf, Beaches (sandy)
Heavy seas and ground swell in any wind except E
Large rise and fall in water level due to wind tide

Facilities: Repairs- Local garage

Communication- Telephone, Telegraph

Transportation- Road, Railway

Passenger Facilities- Hotels

Meteorological Facilities - Weather information available

VIRDEN, MAN. Altitude 1445 ft. Landing Field

Position: Air Nav. Chart Indian Head - Brandon
49° 53' N. 100° 55' W.

Runways: Nature- All way Turf Dimensions 3600' diameter

Classification- Fair Emergency use only

Ownership- Dominion Government
Operated by D.O.T.
Suitable for light aircraft only

Facilities: Repairs- Nil Fuel Nil Oil Nil
Hangars available

Communication- Telephone, Telegraph in town

Transportation- Highway, railway

Passenger
Facilities- Limited accommodation at field

Lighting- Rotating beacon

Radio- Nil

Radio Range Call Sign- Nil

Meteorological
Facilities- Nil

WINNIPEG, MAN. Altitude 775 ft. Landing Field

Position: 49° 54' N. 97° 14' W.

Runways: Nature- Hard surfaced Dimensions 3770' x 150'
4486' x 150'
3319' x 150'

Classification- Good

Ownership- Municipal Operated by D.O.T.

Facilities: Repairs- Major Fuel 87, 90, 100
Oil 80, 100, 120
Hangars available

Communication- Telephone, Teletype, Telegraph, Radio

Transportation- Highway, Railway, Bus, Taxi

Passenger Facilities- Accommodation limited for transients
Hotels in Winnipeg

Lighting- Rotating beacon, code beacon flashing "WG", approach lights, contact lights clear, threshold lights green, flood lights, obstruction lights, lighted wind tee

Radio- Control tower

Frequencies Recs. 3017.5 3105
3117.5 6210
Trans. 278

Radio Range Call Sign VFH W/T
Frequencies Recs. 3105 3117.5
6210
Trans. 248

Meteorological Facilities- Class A Central Independent Forecast Station

WINNIPEGOSIS, MAN. Altitude 831 ft. Seaplane Base

Position: 51° 39' N. 99° 54' W.

Alighting Area: Lake Winnipegosis (1 mile N. of Village)
NW/SE 2 miles NE/SW 2 miles E/W 2 miles

Classification- Good Limited facilities

Break-up May 16

Freeze-up Nov. 1

Lake shallow at mouth of river.
Becomes rough at times
Anchorage. Beach E. of Village
Follow boat channels on account of shallow water

Facilities: Repairs- Garage Fuel Available

Communication- Telephone, Telegraph

Transportation- Railway

Passenger
Facilities- Hotel, Stores

Meteorological
Facilities- Weather information available

YORK FACTORY, MAN. Altitude S.L. Seaplane Base

Position: 57° 01' N. 92° 19' W.

Alighting Area: Hayes River (N.E. of Settlement)
NE/SW 2.5 miles E/W 2 miles NW/SE 1.5 miles

Classification- Fair Limited facilities

Break-up June 16

Freeze-up Oct. 16

Beach and dock

Facilities: Fuel from Port Nelson

Communication- Radio

Passenger Facilities- Limited accommodation at H.B. Co. Post

SECTION 3

SERVICES RENDERED

The service rendered under the existing licences as at October 1, 1946 is as follows:

LICENCES NOS. CTC (AT) 19, 21, 35 AND 49

In these licences, 15 different points are named. Of these, 4 receive regular scheduled service; 1 is served as a flag stop; 5 are served as off-line points; 1 is served by motor vehicle service; 2 are served by connection with service under another licence; and 2 receive no service at all.

Schedule

Sioux Lookout - Casummit Lake - Red Lake, Ontario

Read down					Read up	
95	91				92	96
Mon Thurs.	Tue. Fri.				Tue. Fri.	Mon. Thurs.
PM	PM				PM	PM
1:15	1:15	Lv.	Sioux Lookout	Ar.	4:00	4:15
-	T@		Hudson			-
2:15	-	Lv.	Goldpines			f
	T@		Uchi Lake (Lost Bay)			
	T@		Jackson Manion			
	T@		Swain Post			
3:00	x@	Ar.	Casummit Lake	Lv.		3:15
	T@		Golden Arm			
	T@		Cole			
	f		Mackenzie Island		f	
	2:30	Ar.	Red Lake	Lv.	3:00	
	MVS	Lv.	Red Lake	Ar.	MVS	
	MVS	Ar.	Madsen	Lv.	MVS	

Equipment: Single Engine Seaplane and/or Skiplane

f - Flag Stop
@ - Licensed Off-Line Point
T - To be served Friday, July 5, 1946 and January 10, 1947.
x - Friday only
MVS - Via Motor Vehicle Service

All of the points named in these Licences Nos. 19, 21, 35, and 49 receive service as set out in the above schedule, with the exception of Lac du Bonnet, Winnipeg, Cole, and Golden Arm.

Service to and from Lac du Bonnet and Winnipeg, named in Licence CTC (AT) 49, is extended through connection at Red Lake under other licences.

Lack of traffic to and from Cole and Golden Arm would indicate that these points are not now, in fact, being served under these licences.

LICENCES NOS. CTC (AT) 31, 37 AND 50

In these licences, 6 different points are named. Of these, only the two terminals receive regular scheduled service, and of the 4 intermediate points, 3 are served as off-line points and 1 as a flag stop.

Schedule

Sioux Lookout, Ont. - Pickle Lake, Ont.

Read down 93 Daily Exc. Sun.				Read up 94 Daily Exc. Sun.
AM				PM
9:30	Lv.	Sioux Lookout	Ar.	12:30
T@	Lv.	Hudson	Lv.	T@
f xx	Lv.	Doghole Bay	Lv.	-
-	Lv.	Uchi Lake (Lost Bay)	Lv.	T@
10:45	Ar.	Pickle Lake	Lv.	11:15

Equipment: Twin Engine Seaplane and/or Skiplane

f - Flag Stop
@ - Licensed Off-Line Point
T - To be served Fridays January 4th, and July 6th, 1946
xx - Friday only

All of the points named in these licences Nos. 31, 37, and 50 receive service as set out in the above schedule.

LICENCES NOS. CTC (AT) 22, 24, 45, 54, and 62

In these licences, 11 different points are named. Of these, 3 receive regular scheduled service; 1 is served with motor vehicle service; 1 is served with motor boat service; 3 are served under other licences; and 3 are not served at all.

Schedule

Kenora, Ont. - Red Lake, Ont. -
McKenzie Island, Ont. - Winnipeg, Manitoba

Read down				Read up
89				90
Daily				Daily
Exc. Sun.				Exc. Sun.
AM				PM
8:30	Lv.	Kenora	Ar.	3:30
fϕ		Minaki		fϕ
9:30	Ar.	Red Lake	Lv.	2:30
MVS	Ar.	Madsen	Ar.	MVS
MBS	Ar.	McKenzie Island	Ar.	MBS
10:00	Lv.	Red Lake	Ar.	2:05
@ϕ		Golden Arm		
@ϕ		Cole		
11:35	Ar.	Winnipeg	Lv.	12:30
Equipment				

Equipment: Canso - Twin Engine

f - Flag Stop
@ - Licences Off-Line Point
ϕ - Subject to landing conditions
MVS - Via Motor Vehicle Service
MBS - Via Motorboat Service

All of the points named in these Licences Nos. 22, 24, 45, 54, and 62 receive service as set out in the above schedule, with the exception of Favourable Lake, Ontario, Beresford Lake, Manitoba, Lac du Bonnet, Manitoba, and Cole, Golden Arm, and Minaki, in the Province of Ontario. Service to Favourable Lake, Beresford Lake, and Lac du Bonnet is being extended under other licences. Lack of traffic to and from Cole, Golden Arm, and Minaki would indicate that these points are not, in fact, receiving service under these licences.

LICENCES NOS. CTC (AT) 23 AND 64

In these licences, 7 different points are named. The service is shown to commence and terminate at Kenora and all intermediate points are shown as flag stops. As later herein indicated, this service is not, in fact, being operated.

Schedule

Kenora - Populus Lake - Whitefish Bay - Straw Lake - Flint Lake, Ont

		Read Down 90A Monthly 3rd Fri.
		PM
Kenora	Lv.	2:00
Populus Lake	Ar.	f
Rowan Lake	Ar.	f
Straw Lake	Ar.	f
Flint Lake	Ar.	f
Whitefish Bay	Ar.	f
Witch Bay	Ar.	f
Kenora	Ar.	4:30

Equipment: Single Engine Seaplane and/or Skiplane

f - Flag Stop

Due to complete lack of traffic, the service covered by the above schedule has not been operated for some two years and the points named in these licences do not, in fact, receive any scheduled service.

LICENCES NOS. 25 AND 46

In these licences, ten different points are named. Of these, three receive regular scheduled service; one is served as a flag stop; three are served as off-line points; one is served by motor vehicle service; and two are not served at all.

Schedule

Winnipeg - Wadhope - Bissett, Man.

Read down 69 Mon-Wed. Sat.	81 Mon.-Wed. Sat.				82 Mon.-Wed. Sat.	Read up 70 Mon.-Wed. Sat.
AM	AM				PM	PM
MVS 9:15	MVS 7:00	Lv.	Winnipeg	Ar.	12:30 MVS	2:45 MVS
MVS 10:45	MVS 8:30	Ar.	Lac du Bonnet	Lv.	11:00 MVS	1:15 MVS
11:15	9:00	Lv.	Lac du Bonnet	Ar.	10:40	12:50
@m			Bird Lake			-
fm			Maskwa			-
@m			Diana			-
@m			Wallace Lake			-
@m			Beresford Lake			-
11:50		Ar.	Wadhope (Long Lake)	Lv.		12:15
@m			Halfway Lake			-
-	9:40	Ar.	Bissett	Lv.	10:00	-

Equipment: Single Engine Seaplanes and/or Skiplanes:
Norseman - Fairchild 71, 82 or Bellanca 117.

m - Monday only
f - Flag Stop
MVS - Via Motor Vehicle Service
@ - Off-line licensed point.

All of the points named in these licences Nos. 25 and 46 receive service as set out in the above schedule, with the possible exception of Bird Lake and Halfway Lake. Lack of traffic to these two points would indicate that they are not now, in fact, receiving any service.

LICENCES NOS. 20, 26, 38 and 58

In these licences, sixteen different points are named. Of these, four points receive regular scheduled service; one point is served as a flag stop; nine points are served as off-line points; one is served by motor vehicle service; and one receives no service at all.

Schedule

Winnipeg - Favourable Lake - Gods Lake - Ilford, Man.

Read down 85 1st-3rd Wed.		83 Tues. -Fri.				84 Tues. -Fri.		Read up 86 1st-3rd Wed.
AM		AM				PM		PM
MVS	7:00	MVS 8:00	Lv.	Winnipeg	Ar.	5:00	MVS	8:00
MVS	8:30	MVS 9:30	Ar.	Lac du Bonnet	Lv.	3:30	MVS	6:30
	9:00	10:00	Lv.	Lac du Bonnet	Ar.	3:15		6:00
	11:00	-	Ar.	Little Grand Rapids		f		f
	@	-	Ar.	Berens River		-		
	f	-	Ar.	Deer Lake		f		
	f	12:15	Ar.	Favourable Lake	Lv.	1:00		
	@		Ar.	Northwind Lake				
	@		Ar.	Sandy Lake				
	1:15		Ar.	Island Lake	Lv.			2:00
	R@			Gods Lake				R@
	R@			Norway House				R@
	R@			Cross Lake				R@
	R@			Oxford House				R@
	R@			Knee Lake				R@
	R@			Ilford				R@
	R@			Sachigo				R@
	PM	PM				PM		PM

Equipment: Single Engine Seaplane and/or Skiplane

f - Flag Stop
@ - Licensed Off-line Point
MVS - Via Motor Vehicle Service
R - To be served Wednesdays June 5, 1946 and January 15, 1947.

All of the points named in these Licences Nos. 20, 26, 38 and 58 receive service as set out in the above schedule, with the possible exception of Knee Lake. Lack of traffic to this point would indicate that the same is not now, in fact, receiving any service.

LICENCES NOS. 11, 12 AND 29

In these licences, thirteen different points are named. Of these, five are served as regular scheduled points; one as a flag stop; three as off-line points; and four are not served at all.

Schedule

Flin Flon --Sherridon - Herb Lake - The Pas, Man.

Read down								Read up
79 Tues. Thurs. Sat.	73 Weekly Fri.	77 Jan. 6 July 7 1947				78 Jan. 6 July 7 1947	74 Weekly Sun.	80 Tues. Thurs. Sat.
PM	AM	AM				PM	PM	PM
2:00	9:00	8:00	Lv.	Flin Flon	Ar.	3:00	4:30	5:00
	9:30	-	Ar.	Sherridon				
	10:30	-	Lv.	Sherridon				
	11:00	-	Ar.	Pukatawagan				
	11:30	-	Lv.	Pukatawagan				
	12:01	-	Ar.	Sherridon	Lv.		4:00	
		@		Cranberry Portage				
@				Gurney Gold (Brune Lake)				
@				Elbow Lake				
@				North Star Lake				
3:00 f			Ar.	Herb Lake	Lv.			4:00 f
		@		Reed Lake				
		12:01	Ar.	Cormorant Lake				
		@		The Pas	Lv.	1:00		
		@		Cumberland House		@		
		@		Sturgeon Landing		@		
PM	PM	PM				PM	PM	PM

Equipment: Single Engine Seaplanes and/or Skiplanes
Fairchild 71, 82 or Norseman.

f - Flag Stop
@ - Licensed Off-line Point

All of the points named in these Licences Nos. 11, 12 and 29 receive service as set out in the above schedule, with the possible exception of Cranberry Portage, Gurney Gold, Cormorant Lake, and North Star Lake. Lack of traffic to and from these points would indicate that the same are not now actually being served.

LICENCES NOS. 30, 53, AND 66

In these licences, six different points are named. Of these, four receive regular scheduled service; one is served as an off-line point; and one is not served at all.

Schedule

Flin Flon, Man. - Island Falls, Sask. - Brochet, Man.

Read down						Read up
71	75				76	72
	Oct 10/46				Oct.10/46	
	Dec 15/46				Dec.15/46	
	Apr.10/47				Apr 10/47	
Tues.	July 10/47				July 10/47	Tues.
PM	AM				PM	PM
1:30	9:00	Lv.	Flin Flon	Ar.	4:30	4:00
2:25		Lv.	Pelican Narrows	Ar.		-
3:00		Ar.	Island Falls	Lv.		3:15
	@	Ar.	South End	Ar.	@	
	f	Ar.	Halfway Island	Ar.	f	
	12:30	Ar.	Brochet	Lv.	1:30	
PM	PM				PM	PM

Equipment: Single Engine Seaplane and/or Skiplane
Fairchild 71, 82 or Norseman
f - Flag Stop
@ - Licensed Off-line Point

All of the points named in these Licences Nos. 30, 53 and 66 receive service as set out in the above schedule, with the exception of Halfway Island. Lack of traffic to and from this point would indicate that the same is not now actually being served.

SECTION 4

AIR SERVICES IN AREA OTHER THAN THOSE UNDER REVIEW

The following air carriers have applied for and have been granted a licence or a favourable decision by the Air Transport Board as of the 31st December, 1946, to operate -

(A) Scheduled Commercial Air Service:

Name of Air Carrier	Points Served	Decision	Licence No.
Leavens Brothers Air Service Limited	Leamington and Pelee Island		21/46(S)

(B) Non-scheduled between Specific Points:

Name of Air Carrier	Points Served	Decision	Licence No.
Laurentian Air Service Ltd.	Ottawa and St. Jovite		24/46(NS)
Austin Airways Limited	Moosonee, Rupert's House, Carlton Depot, East Main, Factory River, Fort George and Great Whale River, P.Q. and Moosonee, Albany Post, Attawapiskat, Opinega and Weenusk, Ontario.		86/46(NS)
Harold John Parsons	Kenora and Trout Lake	Sept. 27/46	

(C) Non-scheduled Charter from Designated Base:

Name of Air Carrier	Base	Decision	Licence No.
Austin Airways Limited	Sudbury		3/45(C)

Name of Air Carrier	Base	Decision	Licence No.
Laurentian Air Services Ltd.	Ottawa		5/45(C)
J.A. Mathieu Limited	Rainy Lake		7/45(C)
Austin Airways Limited	South Porcupine		11/46(C)
Inter Provincial Air Services Limited.	Windsor		15/46(C)
Leavens Bros. Air Services Limited.	London		22/46(C)
George Norman Irwin	Toronto (Island Airport)		30/45(C)
Thunder Bay Air Lines Ltd.	Fort William		46/46(C)
Edward Russell Myers	Fort Frances		47/46(C)
Canadian Airways Ltd.	Pickle Lake		54/46(C)
Canadian Airways Ltd.	Sioux Lookout		55/46(C)
Canadian Airways Ltd.	Kenora		56/46(C)
Canadian Airways Ltd.	Red Lake and McKenzie Island		57/46(C)
Lawrence Roluf	McKenzie Island		66/46(C)
Leavens Bros. Air Services Limited	Windsor		67/46(C)
Leavens Bros. Air Services Limited.	Toronto		68/45(C)
Muskoka Air Trails Ltd.	Vernon Lake (Huntsville)		69/46(C)
Albert Leonard Guest	Sioux Lookout		70/46(C)
Austin Airways Ltd.	Nakina		75/45(C)

Name of Air Carrier	Base	Decision	Licence No.
Superior Airways Ltd.	Fort William		79/46(C)
Spinwood Sportland Airways	Fort Frances		83/46(C)
Spinwood Sportland Airways	Rainy River		84/46(C)
Austin Airways Limited	Moosonee		85/46(C)
Donald Starratt and Dean Starratt	Hudson		87/46(C)
Severn Enterprises Ltd.	Sioux Lookout		88/46(C)
Severn Enterprises Ltd.	Armstrong		89/46(C)
Northern Ontario Airways Limited	Kapuskasing and/ or Remi Lake		90/46(C)
Nickel Belt Airways	Sudbury		93/46(C)
Doherty Air Services of Muskoka Ltd.	Gravenhurst		97/46(C)
Walter Francis Shave	Remi Lake		104/46(C)
Johannesson Flying Service Ltd.	Winnipeg (Stevenson Airport)		9/45(C)
Johannesson Flying Service Ltd.	Channing		10/46(C)
Thomas Lamb	The Pas		40/46(C)
Canadian Airways Ltd.	Winnipeg		58/46(C)
Canadian Airways Ltd.	Lac Du Bonnet and Winnipeg		59/46(C)
Arrow Airways Ltd.	Sherridon		60/46(C)

Name of Air Carrier	Base	Decision	Licence No.
Arrow Airways Ltd.	Flin Flon		61/46(C)
Aircraft Services (Western) Ltd.	Winnipeg (Stevenson Airport)		61/46(C)
Sherritt Gordon Air-transport Ltd.	Sherridon		76/46(C)
A.M. & A.J. Leguilloux	The Pas		107/46(C)
John Boye Lome	Toronto Island Airport	May 18/46	
Leavens Bros. Air Services Ltd.	Leamington	June 15/46	
Frank D. Powell Georgian Bay Airways)	Parry Sound and Wasaga Beach	July 15/46	
Harold John Parsons	Kenora	Sept. 27/46	
Harold John Parsons	Trout Lake	Sept. 27/46	
George Whitney Campbell	Red Lake	Oct. 3/46	
Gordon F. Munroe	Kitchener - Waterloo Airport	Oct. 3/46	
Niagara Peninsula Air Services	Welland	Oct. 3/46	
Quinte Air Services	Picton	Oct. 12/46	
Samuel R. Bernardo	Brantford	Nov. 22/46	
Quinte Skyways Ltd.	Hill's Fishing and Hunting Club	Nov. 22/46	
Northland Aviation Ltd.	South Porcupine	Dec. 20/46	

SECTION 5

ECONOMICS BRANCH

SURFACE TRANSPORTATION FACILITIES

As the group of licences under review covers all the developed sections of Northwestern Ontario, as well as all of Northern Manitoba, the recital of surface transportation facilities and also the economic characteristics will be divided into three separate geographical divisions, as follows:

(1) Northwestern Ontario

(2) Northeastern Manitoba

(3) Northwestern Manitoba

The surface transportation facilities in each of the above divisions, by type of agency, are summarized hereunder:

(1) Northwestern Ontario

(a) Water

There are two main water transportation services to the Red Lake area. The first operates from Hudson, Ontario, located on the Canadian National Railways 12 miles west of Sioux Lookout, up Lac Seul to Ear Falls, thence into the English River and finally up the Chukini River to Red Lake. The second service also operates from Hudson, to Doghole Bay via Sioux Lookout, Sturgeon River and Lake St Joseph. These two water services are operated by the Patricia Transportation Company, Ltd., on a frequency of at least three trips per week in each direction during the height of the navigation season. The normal period during which water transportation services to Red Lake and Doghole Bay are in operation are from approximately May 15th to October 25th. The distance by water from Hudson to Red Lake is 170 miles and to Doghole Bay 150 miles. Once a week the company operates refrigerator scows to Red Lake for the movement of fresh meat, fruit and vegetables.

The principal point served directly on the Red Lake route is Goldpines, and a subsidiary, and less frequent service is operated from South Bay to Uchi Lake and Lost Bay.

The operation of the water service to Red Lake has been made possible through the co-operation of the mining interests in Red Lake in defraying the expenses of operating portages along the water route. There are four such marine railways established to carry loaded barges and boats overland to circumvent the rapids in the rivers. The site of the first marine railway is at Ear Falls, and the other three are in the Cookini River, where steam-powered cable-operated railways transfer the barges over the portages, leaving the power boats to operate in their own sections of the river. Under average conditions it requires about 30 hours running time, including portaging, from Hudson to Red Lake. The average "swing" consists of one Diesel-powered boat towing 5 or 6 scows normally carrying 15 tons each, or a total load of about 75 to 90 tons net. These portages have for some years past been operated and maintained very efficiently on a co-operative basis by an association of the producing mines in the district.

In addition to the main operator over this route, the Economic Survey indicates that there is a second public carrier by the name of McDougal Transport and three or four private carriers.

A distribution of freight traffic of growing importance is made from Red Lake to such points as McKenzie Island, Madsen and Balmer Lake, by so-called "water taxis". During the summer of 1946 there were 20 motor-boats performing this service of secondary distribution of the freight traffic brought in either by the water route from Hudson or by air from Kenora, Sioux Lookout or Winnipeg. The rate in effect for water carriage by the Patricia Transportation Company and the McDougal Transport from Hudson to Red Lake is $15.50 per ton, to Goldpines it is $10.00 per ton, and to Pickle Crow, served only by the Patricia Transportation Company $23.00 per ton.

(b) Rail

There is no rail transportation within the Red Lake District proper, but numerous services are available to such air bases as Kenora, Sioux Lookout, Lac du Bonnet and Winnipeg.

Kenora is on the mainline of the trans-continental service of the Canadian Pacific. It is served by three through trains daily in each direction, with parlour or sleeping car accommodation. It is located 126 miles east of Winnipeg.

In addition to the through service mentioned above, there is also a tri-weekly mixed local train from Kenora to Ignace, 146 miles east, and a bi-weekly mixed local train to Molson, Man., (45 miles east of Winnipeg) with connection once a week to Lac du Bonnet.

Sioux Lookout is on the mainline of the Canadian National Railway and is served by two daily through trains to points east or west. It is located at Mileage 252 from Winnipeg. In addition to the through trains, there is a tri-weekly mixed train from Sioux Lookout to Port Arthur and a local bi-weekly mixed train to Redditt, 123 miles west of Sioux Lookout, and a once-a-week mixed train to Armstrong, 139 miles east.

As to Lac du Bonnet, 66 miles by rail from Winnipeg, it is served by one daily except Sunday passenger train, with an elapsed time of approximately 2 hours and 20 minutes, as well as a passenger train once a week in each direction, which takes nearly 5 hours to cover the distance between Winnipeg and Lac du Bonnet. In this respect it should be mentioned that the daily except Sunday train is operated for the convenience of the residents of this area who wish to travel to Winnipeg and return on the same day. It has a morning arrival in Winnipeg and an evening departure.

As to Winnipeg, which is the headquarters of the western division of Canada's two trans-continental railways, and also the terminal of the Great Northern services from Chicago and Minneapolis, it is well provided with rail transportation to all points in the Prairie Provinces as well as with the eastern sections of Canada.

Mention should be made of the rail services to Pine Falls and Victoria Beach, which are located on the Canadian National Railways. Pine Falls is served by a mixed train daily except Sunday from Winnipeg, a distance of 71 miles, and Victoria Beach is served by a mixed train twice a week, also operated from Winnipeg, a distance of 74 miles.

(c) Highway

At the present time there is no highway system in the Red Lake area. There are a certain number of roads around Red Lake to serve Madsen and Cole. Then, from Goldpines there is a truck road to South Bay, Woman Lake and Casummit, and there is also a similar road between Doghole Bay and Pickle Crow, over which the trucks of the Patricia Transportation carry the traffic brought in to Doghole Bay and destined to Pickle Crow.

This year the Province of Ontario has undertaken the construction of a highway from Quibell, 75 miles west of Sioux Lookout on the Canadian National, to Red Lake. It is hoped that the highway will be open to motor traffic in the spring of 1947. The progress on the highway construction was satisfactory during the summer of 1946, with over 500 men employed on its construction. The Province is also improving a secondary road between Quibell and Vermilion Bay on the Trans-Canada highway. The distance between Vermilion Bay and Red Lake by highway will be 120 miles, and for a person going to Kenora, a further distance of 55 miles will have to be covered on the Trans-Canada highway, making a total of 175 miles, as against an air distance of approximately 100 miles.

Sioux Lookout is joined to Hudson by a gravel road and also to the Trans-Canada highway at Dinorwic. It is, therefore, possible to travel by road between Kenora and Sioux Lookout. There are no other road connections from either Sioux Lookout or Hudson. Kenora is joined to Fort Frances and Winnipeg by highway, over which are operated regular bus services. A secondary highway also joins Kenora to Redditt.

(d) Tractor

Tractors are operated from Hudson to Red Lake, and from Goldpines to Casummit Lake, the first trip being in the early part of January and the last trip about the 20th March. However, this year it is hoped that the highway will be sufficiently advanced for the tractors to begin their operations to Red Lake earlier in December and operate throughout to the end of March. As to Pickle Crow, the tractor service does not operate from Hudson but from Savant Lake on the Canadian National Railways south of Doghole Bay. The route is treacherous and the service is unreliable. All these tractor services are for the movement of heavy freight, and no passengers are carried.

From the above review of surface transportation facilities in the Red Lake area it is apparent that at certain periods of the year, during the freeze-up in the fall and the break-up in the spring, the area receives no other transportation than by air at such points when landing fields are available, it being impossible to operate either scows or tractors. These periods, where air services operating on wheels are the only ones operating, extend from three to six weeks, depending on weather conditions.

(2) Northeastern Manitoba

(a) Water

Water transportation is available from Winnipeg to Berens River, Grand Rapids and Warrens Landing during the navigation season, normally from the middle of May to the end of October. The Selkirk Navigation Company, which operates the service on a frequency of one trip per week, handles both passengers and freight. It operates approximately 22 trips a year. Mention should be made of the relatively intermittent service performed by Currie Transport, which operates scows between Currie Landing and Governor's Landing, thus providing a road-water service from Pine Falls to Bissett.

(b) Rail

The rail transportation services to Northeastern Manitoba points have already been discussed under the rail transportation for Northwestern Ontario. The points served by rail are Lac du Bonnet, Pine Falls and Victoria Beach.

(c) Highway

The only road over which trucks can operate in Northeastern Manitoba is from Pine Falls to Currie Landing and from Governor's Landing to Bissett. This forms part of the water and truck service from Pine Falls to Bissett.

Pine Falls and Lac du Bonnet are joined to Winnipeg by good highways, over which bus services operate in the summertime. The passenger, freight, express and mail traffic carried over the air services based at Lac du Bonnet are transported to and from Winnipeg by highway in vehicles of Canadian Pacific Air Lines.

(d) Tractor

Tractor services operate intermittently from Ilford to Oxford House, to Gods Lake, and then to Sachigo and Lingman Lakes. There is also a tractor service from Warrens Landing to Iron Lake, and the Favourable Lake area is also served by tractor service from either Berens River on the east side of Lake Winnipeg or Hodgson, located midway between Lake Winnipeg and Lake Manitoba. A tractor service from Pine Falls to Bissett is operated from about the 1st January to the middle of March.

None of these tractor services operate on a fixed schedule. The number of trips performed during any one season are fully dependent upon weather conditions and traffic offered. The freight which they transport is mostly for emergency purposes. As the area is well aware of the lack of regular surface transportation in the wintertime and the high cost of tractor operation, the commodities related to the basic economy of the mining properties and the subsistence of the inhabitants are accumulated in the summer and fall when cheaper and more regular transportation is available.

(3) Northwestern Manitoba

(a) Water

The only water transportation service in Northwestern Manitoba is the scow operation on Wekusko Lake to Herb Lake and Snow Lake. No regular schedule is followed, the service being operated when traffic is offered.

(b) Rail

As to the rail services between Winnipeg and the mining district of Northwestern Manitoba, the present passenger trains operated by the Canadian National to the various important points in that district are as follows:

To Flin Flon, six trains per week in each direction, three of these services being direct from Winnipeg, via Dauphin, and the other three via the mainline and Melville, making connection with a train leaving Regina for Flin Flon three times a week. The elapsed time via Dauphin is 24 hours, for a distance of 574 miles, and 22 hours via Melville, for a distance of 609 miles. Sleeping car service is available on all trains. The services to Le Pas have the same frequency as for Flin Flon, the elapsed time being 20 hours if travelling via Dauphin, a distance of 483 miles, and 18 hours via Melville for 518 miles. The rail services to Le Pas and Flin Flon are so arranged that a traveller can transact a day's business and return by rail without having to stay overnight at either Le Pas or Flin Flon.

The service to Sherridon is performed by a mixed train three times a week, operating from Cranberry Portage, 42 miles from Sherridon. The total elapsed time between Winnipeg and Sherridon is nearly 26 hours via Dauphin. No connection is made at Cranberry Portage with the main-line service via Melville. The distance between Winnipeg and Sherridon is 580 miles. In addition to the through

services between Winnipeg and Regina indicated above, there is also a tri-weekly mixed passenger train operated between Cranberry Portage and Flin Flon.

The rail transportation services from Le Pas to Churchill, a distance of 510 miles, are performed by a mixed train twice a week in each direction. Along this line are located such points as Wekusko, Wabowden and Ilford. Wekusko is 81 miles from Le Pas, Wabowden 136 miles, and Ilford 286 miles. These mixed trains are very slow, and the time required to cover the distance from Le Pas to the points mentioned is quite considerable.

(c) Highway

Highway mileage in Northwestern Manitoba is practically non-existent. Mention should be made, however, of a 14-mile road from Wekusko on the Hudson Bay Railway to Wekusko Lake. The trucks operating on this road move the freight between the rail and the lake, and thence the movement is by water as indicated under Section 3(a).

As to highway connections from Northwestern Manitoba to other parts of the Province, there is a gravel road between Le Pas and Swan River where it joins Highway No. 10 to Dauphin, and thence to Winnipeg by Highways No 5 and No. 4. Bus services are operated from Winnipeg to Dauphin during the summer months, but not beyond. Therefore, there is no through highway service from Le Pas to Winnipeg.

Le Pas is not joined by highway to either Flin Flon or Sherridon. At the present time the Province of Saskatchewan is building a 140 mile highway from Nipawin, Sask., to Flin Flon, but this outlet will be very indirect to Winnipeg.

There are some 20 miles of road around Flin Flon over which delivery trucks and passenger cars can operate, and the Hudson Bay Company has already built some 10 miles of road to join Flin Flon with Le Pas. There remains another 60 miles to be built, and so far no indication has been given that the Province of Manitoba will undertake the construction of this road.

(d) Tractor

There are 4 main tractor routes operated in this area, from Sherridon to Lynn Lake via Pukatawagan, Wabowden to South Indian Lake, Wabowden to Brochet on Reindeer Lake, and Wekusko to Reed Lake. These services are operated as a rule from December 20th to the end of April. The main operator in the area is Transport Limited, which has a working agreement with the Patricia Transportation Company of the Red Lake District. As in other parts of Northeastern Manitoba and Northwestern Ontario, the frequency and reliability of tractor services to these points is fully dependent on weather conditions.

SECTION 6

ECONOMIC CHARACTERISTICS

The whole area covered by the licences under this group is one where mining activity predominates, and the main transportation services to be provided by air are definitely limited to certain pivotal points, such as Kenora, Sioux Lookout, Winnipeg, etc. It appears that the best method to be followed in making a review of the economic characteristics of Northwestern Ontario and Manitoba is to adopt the same pattern as was followed in the review of the surface transportation facilities, i.e., to divide the territory into three geographical areas, viz.,

Northwestern Ontario
Northeastern Manitoba
Northwestern Manitoba

(1) GENERAL REVIEW OF AREA

NORTHWESTERN ONTARIO

Based upon the results of the economic survey performed during the summer of 1946, and the evidence submitted at the hearing of the Board in Kenora, there are at the present time two important points where economic development is forging ahead in Northwestern Ontario. The whole economy of the area revolves around the degree of intensity of mining development, and without a doubt Red Lake and Pickle Crow Lake are showing the greatest indication of economic stability, coupled with future development.

Red Lake, with a population of 4,000 inhabitants, is a typical mining town, not yet incorporated and with no sewerage or water facilities but already equipped with hotels, stores, hospital, theatres and recreation facilities. There are also numerous wharves, used by the large water carriers operating from Hudson as well as by the local water taxis and oil companies to distribute freight and passengers to nearby points.

At Red Lake is located the Hasaga Gold Mine, the only producing property in 1946. It employs 175 men, and the output of the mine is 250 tons of ore daily. The concentrates are trucked for treatment to the old Gold Shore Mine. In the immediate vicinity

of Red Lake there are some 10 properties where activity was noted during the summer of 1946, and the Mines Recorder reported the registration of about 100 claims. In addition to the employees of Hasaga, there were about 250 men employed in either shaft-sinking or drilling at the various properties in Red Lake.

McKenzie Island is a settlement of 1,000 people, and is located on an island in Red Lake, about 5 miles north of Red Lake townsite and 2 miles west of the new airfield. It has approximately the same facilities as Red Lake, and its activity is centred on 2 producing mining properties, McKenzie Red Lake and Cochenour-Willans, employing, respectively, 145 and 165 men. These 2 properties produce gold, and the daily output of ore is 360 tons. The Cochenour-Willans Company has a model townsite, with all the improvements of water supply, sewerage and electricity. In addition to these two producing mines, mention should be made of 10 other properties on which diamond drilling was being performed during this past summer.

As satellites to Red Lake and McKenzie Island, Madsen, Balmer Lake, Cole and Golden Arm are points at which intensive mining activity was reported during the summer of 1946. Madsen is 8 miles southeast of Red Lake, and is the site of the largest gold mine producing in the area. The Madsen Mine employs 250 men and mills 300 tons daily. It is joined to Red Lake by a good highway, over which frequent local bus service is available. Balmer Lake, located 5 miles east of McKenzie Island, has no producing mine, but the economic survey indicated that approximately 150 men were employed by the various mining concerns. Cole and Golden Arm are the smallest of the points around Red Lake, to which they are joined by water transportation. Little activity was reported in this section during 1946. About 20 prospectors and drillers were engaged in this area at the time the economic survey was made.

From the foregoing it appears that the townsites of Red Lake and McKenzie Island are the focal points of mining development in the Red Lake district, and furthermore that they are already considered as distributing points for a number of sub-areas as indicated above. The future construction of connecting roads will enhance the importance of these two townsites in years to come.

The town of Pickle Crow, with a population of 500, is the centre of activity for mining development in the area north of Lake St. Joseph. There are two important gold producing mines, Central Patricia and Pickle Crow, which jointly employ about 300 men. The townsite of Pickle Crow is located about 120 air miles from Sioux Lookout and has stores, a theatre and a radio station. Indications are that a third mining property will be producing in 1947.

On Lake St. Joseph are located a number of fishing camps, but the value of production cannot be compared with that of the Lake of the Woods, centred on Kenora.

There are numerous other points in Northwestern Ontario at which mining development was at one time quite intensive or which are today being prospected with a view of future development. Amongst these should be mentioned the Casummit Lake area, which includes Jason Mines, Birch Lake, Springpole Lake and Cat Lake. Casummit Lake itself is a small Indian settlement, with a Hudson Bay Post and a radio station. Although mining activity during the summer of 1946 was restricted to some 30 prospectors in the area, fish and fur products are of considerable importance to this settlement at the present time. It is reported that 200 tons of whitefish are shipped to Hudson in the wintertime by ice tractor. The Jason Mines property is in the process of re-opening, and had 50 men on the payroll during this last summer.

Also to be noted is the Goldpines area, including such localities as Ear Falls, Uchi, Woman Lake, Lost Bay, Jackson Manion and Swain Post. Goldpines itself is a divisional point for water transportation, being located some 40 air miles southeast of Red Lake on the water route to Hudson. It has a population of about 100 people, and is the site of a Hudson Bay Post. Its location on the western end of Lac Seul makes it an important lumber, fish and fur distributing point. No mining activity is reported at Goldpines, nor at Ear Falls which has a population of about 150 and is the location of the Hydro-Electric generating plant which supplies power to the Red Lake area. The inhabitants of Ear Falls are engaged mainly at the Hydro plant and at a local lumber mill. Uchi, some 40 miles northeast of Goldpines, reported only prospecting activity in the summer of 1946. The same is true of Lost Lake, but, on the other hand, Woman Lake reported some drilling, and the Mines Recorder registered 30 claims in this area. Jackson Manion was formerly a gold mining camp, but is now inactive. Swain Post is only the

location for a trading post. No mining activity is reported in that vicinity. Rat River Falls and Slate Falls to the east of Uchi are the scenes of a projected Hydro development. Some activity is foreseen in this immediate area, which is joined to Goldpines by water and road transportation. Generally speaking, the population at all these secondary points, from Goldpines in the south to Casummit in the north, has been depleted in the last few years with the majority of the mines closing down. The Hudson Bay Company has, however, maintained its numerous posts throughout this area to serve prospectors and fishermen.

The only statistical data available in connection with Northwestern Ontario relates to the year 1944, when it is reported that the gross value of mining production amounted to $4,700,000 and total salaries and wages paid, to nearly $2,000,000. The manufacturing output is limited to bakery and sawmill products, whose value of production was $80,600, with total salaries and wages reported at $20,900 for 25 employees. Retail sales for 1941 in the Red Lake district amounted to $280,000 for 13 establishments, with salaries and wages paid at $30,000.

Kenora, with a population of 7,700 in 1941, is the most important centre in the Lake of the Woods district. Located on the mainline of the Canadian Pacific Railway, Kenora is not only recognized as a distributing point for the Red Lake area and the Lake of the Woods, but is also a shipping centre for fish, gold and furs produced in these areas, there being over 1,500,000 pounds of fish exported annually to Eastern Canada and United States points. The Ontario and Minnesota Pulp and Paper Company is Kenora's largest industry. Its forestry operations extend to the English River in the Red Lake area. It provides employment for 500 men in its mill and for another 400 in the bush and along the waterways. The blueberry crop amounts to 50 tons a year, most of which is shipped by rail to Eastern Ontario markets.

Hudson is mainly a railway centre and a trans-shipment point for water traffic in and out of Red Lake, Goldpines and Pickle Lake. It has a population of 600 people, mostly employed in the transportation industry, both rail and water.

Sioux Lookout is located on Pelican Lake, and its population of 1,800 is made up chiefly of railroad families. It is a centre for mine recording, assay work, forestry, fish and game supervision and police headquarters. The town lacks many facilities, such as public utilities, and is in great need of hospital extension and improvements to hotel accommodation.

Before leaving Northwestern Ontario, mention should be made of a small area southeast of Kenora, which at one time saw some mining activity. It includes such points as Witch Bay and Straw Lake. Air Service was at one time provided to this area, but in recent years a highway was built from Fort Frances to Kenora and these points are now accessible by road. Furthermore, the mines have closed down and the lumber company which was active on Denmark Lake and had some camps at Whitefish Bay has curtailed its operations and no present or future economic activity is reported in this area.

NORTHEASTERN MANITOBA

The most important area in Northeastern Manitoba is centred around Bissett, which is a mining town 105 miles northeast of Winnipeg and has a population of approximately 700 people. The chief industry is the San Antonio Gold Mine, located on Rice Lake. This company has a mill with a capacity of 550 tons a day, and employs 200 men on 8-hour shifts. The annual production of the mine is estimated at $1,500,000. Over and above its personnel at the mine proper the company employs numerous drillers and prospectors on recently staked properties in the immediate vicinity of Rice Lake and also at Island Lake, 200 miles to the north.

In addition to the San Antonio Gold Mine, which is the only producing property in that area, there are close to 20 other mining companies which were active during the summer of 1946 in either drilling, prospecting or general surface work. All told, these companies employed over 210 men. This mining activity, of course, was not altogether localized at Bissett and Rice Lake, but at such points as Wallace Lake, Beresford, Long Lake and Wadhope. The most active development among the new companies is Ogama-Rockland Gold Mines Limited in the Long Lake district near Wadhope. This company intends to spend about $350,000 in the district. The employment in the fall of 1946 was up to 70, the company having a complete service plant erected and a shaft sunk to about 250 feet.

On the Manigotagan River there is a sawmill which produces 4,000,000 feet of lumber a year. This plant is served entirely by the Currie Transportation Company.

At Bissett the Hudson Bay Company maintains a large trading post; this community is quite well developed, and as already noted, is served by air and surface transportation, by way of Lac du Bonnet and Pine Falls, respectively.

Favourable Lake is actually located in Ontario, being 125 miles north of Red Lake, but receives transportation services which are based in Manitoba, and for that reason is dealt with in this area. It has a population of approximately 400 people, and for purposes of this review it includes such points as Berens River Mine, Sandy Lake, Deer Lake, Setting Lake and Little Grand Rapids. The most important economic activity is mining. The Berens River Mine employs 200 men and has an annual production of over $1,000,000, consisting chiefly of silver, zinc, lead and gold. There is also some prospecting activity and shaft-sinking in the area, most of the exploratory work being done in the vicinity of Sandy Lake and Deer Lake.

The fishing and fur industry in this district is an important source of traffic for the transportation services. It should be mentioned at this point that Favourable Lake is nearer by air to Red Lake than to Lac du Bonnet, and consequently the greater proportion of the mining supplies is carried by water to Red Lake and thence by air to Favourable Lake, this routing being cheaper than by air all the way from Lac du Bonnet. Occasionally, on return flights from Favourable Lake to Red Lake, fish is moved to Kenora for shipment to the United States.

There remain for consideration two small sub-areas relatively inactive at the present time from the point of view of mining activity. They are Gods Lake and Sachigo. The estimated number of miners and prospectors in Gods Lake area during the summer of 1946 according to the economic survey is 100. Gods Lake includes Island Lake, Oxford House and Ilford, this latter point being located on the Hudson Bay Railroad between Le Pas and Churchill. Most of the supplies to the prospectors and inactive companies which employ a certain number of men on general maintenance work on their properties are moved by water to Norway House, and thence by tractor in the wintertime, or are flown in by air from Ilford.

Sachigo, including Lingman Lake, also has a mining population in the area of about 100 men. There is some activity indicated at the Lingman Gold Mine but no actual production has been

reported as yet. The inbound tonnage to this area consists mostly of mining equipment, and the outbound traffic, usually in the wintertime, is made up of fur and fish. There is no established community in either Gods Lake or Sachigo.

Lac du Bonnet, the main base of the air service to Northeastern Manitoba points reviewed in the above paragraphs, has an area population of 3,164 and is located on the Canadian Pacific Railway line 70 miles northeast of Winnipeg. In addition to being a base of Canadian Pacific Air Lines, it is also used by the Forest Branch of the Manitoba Government which maintains three planes on forest air service patrolling such areas as Island Lake, Berens River and God's Lake every ten days.

At Ilford, which is also a pivotal point for air and winter tractor services to the mining districts just reviewed, there now exists good landing facilities; this point was the site of an R.C.A.F. field during the recent war.

NORTHWESTERN MANITOBA

The three most important points in this area are Flin Flon, Sherridon and Le Pas, the first two fully dependent on mining activity, and the latter a railroad junction point.

Flin Flon is a thriving town of 10,000 population, situated on the Manitoba - Saskatchewan boundary, and its whole economy is linked with the production of the huge Hudson Bay Mining and Smelting Company. At Flin Flon there are four hotels, two theatres and numerous stores, as well as some recently established wholesale houses. Generally speaking, the town promises to be a distributing centre for vast areas being developed in the northern part of Manitoba, as well as Saskatchewan in the vicinity of Reindeer Lake. The Hudson Bay Mining and Smelting Company is the third largest mining concern in Canada. Its 10,000 acre property has over 100 acres of buildings, and the underground operations require 50 miles of narrow gauge railroad. Power for the operation of the mill is obtained from the Churchill River, 80 miles away at Island Falls, Sask. 5,000 tons of ore are treated daily, and the average daily production is 200 tons of zinc and 100 tons of copper, lead, silver and gold. Zinc is shipped to Montreal by rail for further refining, while copper is exported to the United States. The employment during the summer of 1946 was over 1,000, and the metal production in 1945 is reported at $25,000,000.

In addition to the Hudson Bay Mining and Smelting Company, there is considerable activity carried out by some twelve other mining concerns, amongst which are noted the Consolidated Mining and Smelting Company, the Corona Gold Mines, Schenley Mines Limited, etc. All told, it is estimated that the payroll in the Flin Flon area is $5,000,000 per year.

The Flin Flon Board of Trade points out that, besides the mining activity, nearly $500,000 worth of fish is exported from Flin Flon every year, there having been established recently a fish filleting plant at Beaver Lake, 14 miles from Flin Flon.

The air service to Flin Flon is operated by planes equipped with floats and using Channing Lake, 3 miles distant from the town proper.

Sherridon, which includes Kississing on Cold Lake a mile away, has a population of 2,000 people, and is the terminal of the C.N.R. in Northwestern Manitoba. It is maintained chiefly by the Sherritt-Gordon Mines, the only producing property in the immediate vicinity of Sherridon. The town obtains its electric power from Flin Flon; it is equipped with a modern 80-room hotel, a hospital, stores, banks, golf club, churches and cinema.

Sherritt-Gordon employs about 500 men, and in July, 1946, milled 25,000 tons, mostly copper, lead, zinc and gold. The concentrates are shipped by rail by way of Cranberry Portage to the Hudson Bay Mining and Smelting Company at Flin Flon for treatment. The shipments in June, 1946, amounted to 4,200 tons of copper and 1,800 tons of zinc. In addition to the operation of the plant at Sherridon, the company maintains prospectors and drillers in various areas in the vicinity of Sherridon at such points as Herb Lake and Lynn Lake. There are also other mining interests active in the area for prospecting or drilling, such as the McIntyre Porcupine Company, Elbow Lake Gold, etc. All told, it is estimated that well over 600 men are employed in mining activity of some sort in the Sherridon area.

Le Pas, with a population of 4,000, is a key distributing point for Northern Manitoba. It is the southern terminal of the Hudson Bay Railway, and a junction point on the Canadian National for its services from the Hudson Bay Junction to Flin Flon and Sherridon. The railway employment is reported at 150, and the town's chief industry is the Le Pas Lumber Company, which had 60 men on its

payroll in Le Pas at the mill and some 400 bushmen in the north. Le Pas is the centre of one of the finest duck and geese hunting grounds in Canada, and attracts many hunters from distant points, not only in the Prairie Provinces but also in the United States. The commercial fish produce of the area is distributed mainly through Le Pas. Booth Fisheries, located at this point, collect fish from all points and ship them to Winnipeg three days a week. It is reported that in 1945 they despatched 980 tons by rail. The Keystone Fisheries in the same year handled 925 tons of fish, and Poirier Fisheries 500 tons. In addition to operating boats and barges on adjoining rivers and lakes, these companies receive a considerable tonnage of fish from Reindeer Lake and South Indian Lake.

At Le Pas are located Provincial Government offices, and the Mine Recorder reported 8,000 claims registered, with 500 prospectors licensed. In the spring of 1946, upwards of 23,000 muskrat pelts were brought in, with a value of $780,000. The Indian Affairs office stated that the Indians have improved their financial status considerably in latter years, the price of furs being on a rising market.

The most important economic characteristics for the towns of Flin Flon, Sherridon and Le Pas for the latest census year, 1941, are summarized in the following table:

Economic Characteristics - 1941

		Flin Flon	Sherridon	Le Pas
Population	(No.)	8,324	3,145	4,434
Retail Sales	($1000)	1,258	476	1,295
Wholesale Sales	($1000)	360	136	1,093
Postal Revenues	($1000)	26	4	18
Manufacturing - Gross Production	($1000)	2,768	1,046	1,474
Wage-Earners	(No.)	1,302	492	1,012
Earnings of Wage-Earners	($1000)	1,410	533	993
Average Earnings	($)	1,083	1,083	981
Telephones	(No.)	418	125	330
Telephones per 1,000 Population	(No.)	50.2	39.7	74.4
Motor Vehicles	(No.)	500	24	295
Motor Vehicles per 1,000 Population	(No.)	60.1	7.6	66.5

It may be of interest to note that the population of Flin Flon in 1931 was 3,000, Sherridon 3,000, and Le Pas 5,000, indicating that Flin Flon is undoubtedly the centre which has shown the greatest growth between census periods. The data in the above table covers a radius of 25 miles from each centre.

Over and above the mining activity already noted around Flin Flon and Sherridon, mention should be made of the Herb Lake area, including such points as Reed Lake, Elbow Lake and Snow Lake, where considerable development was noted in the summer of 1946. At Snow Lake the Howe Sound Corporation is building a 2,500 ton mill on its property, where it employs 250 men. Although the mine is not producing at the present time, the future outlook is reported as very promising. The town of Herb Lake previous to 1946 had a population of about 100, but due to the mining activity described above, its population is now estimated to be in excess of 2,000, and as noted in the review of transportation facilities, it is serviced by road and water from Wekusko on the Hudson Bay Railroad. Although the trip by this route is long, and the facilities quite inadequate for the heavy traffic moving in recent months, the factor of cost of transportation was sufficiently important in the development of the new mine to warrant its use.

In addition to the Howe Sound Corporation, there are at least fifteen other companies which are prospecting or drilling in the area, and according to the Mines Recorder at Le Pas, the mining activity in the Herb Lake area provides employment for over 600 people. The Howe Sound Corporation is building a model mining town to accommodate 2,000 people.

There are also the areas centred around Reindeer Lake and Granville Lake which should be included in the economic characteristics of Northwestern Manitoba. The Granville Lake area, located about 150 miles north of Sherridon, includes amongst others, Lynn Lake and South Indian Lake and it is particularly noted for its nickel-silver discoveries in 1946, and for its abundance of fine-quality fish. The population of the whole area is estimated at 2,000, of which 1,200 are Indians. The balance of the population is made up of miners, trappers and lumbermen. The mining companies have sent many parties of prospectors and drillers to Lynn Lake, where rich ore deposits are in evidence. Sherritt-Gordon and Gods Lake Mining Company have registered the majority of the claims. The latest estimate of mining personnel in the area is 600. No mine is producing as yet.

Reindeer Lake area, partly located in Saskatchewan some 200 miles north of Flin Flon, includes Island Falls, Pelican Narrows, Halfway Island and Brochet. In this area is also located the Churchill River Power Plant. Very little mining activity is reported; the economy of this area is based primarily on the fishing and trapping industry.

Winnipeg is the capital city of the Province of Manitoba, and the whole economic background of this city is linked up with transportation. The valleys of the Mississippi and Red River form the chief route north and south up the centre of the continent. Across it the great trans-continental rail and highway routes north of the Great Lakes converge to Winnipeg, where the Red River is joined by the Assiniboine River from the west. Thus its geographical location makes Winnipeg a natural trading place, and undoubtedly this city has become the metropolis of the Canadian Prairies. The railway facilities which handle the wheat crop of Western Canada are most up-to-date, since all cars of wheat shipped to the eastern seaboard are marshalled through the railway yards at this point; the wheat is examined and graded by the inspectors of the Wheat Board and then solid wheat trains are made up for the head of the Lakes.

Winnipeg is also the headquarters of Trans-Canada Air Lines, and recently Canadian Pacific Air Lines have established their central repair shops at Stevenson Airport. The operational headquarters of Canadian Pacific Air Lines for all of Canada are also located at Winnipeg.

The Hudson Bay Company maintains their Canadian Headquarters at Hudson Bay House in Winnipeg, where they also operate one of the finest departmental stores in Canada. The T. Eaton Company have also a most up-to-date retail outlet in this city.

Manitoba's largest industry, meat packing, is centred in Winnipeg and St. Boniface across the river, the latter city having the largest stockyards in the British Empire. The two cities draw their raw materials from the rich western farmlands. Their six great packing establishments produce annually an output with more than double the gross value of the output of any other manufacturing industry in the Province. Sugar refining has recently opened up a new field in Manitoba industry. The $2,000,000 sugar refining plant in Fort Garry employs over 300 men. Greater Winnipeg, with a population of almost 300,000 at the present time, is a most important cultural, financial and industrial centre of Western Canada. At Winnipeg is held annually one of Canada's finest musical festivals.

Winnipeg is the gate-way to areas extremely attractive to the hunter and the fisherman. The finest duck-hunting areas on the continent are in Manitoba, and the lakes of the Whiteshell Provincial Park in Eastern Manitoba, and in the Le Pas district in Northern Manitoba attract annually a great number of anglers, not only from the Prairie Provinces but also from States contiguous to the boundary between the United States and Canada.

The population of Winnipeg proper has increased from 136,000 in 1911, to 219,000 in 1931 and 222,000 in 1941. The racial origin of the population in 1941 is of an extremely cosmopolitan nature. The following table is pertinent to the point under discussion as it indicates the population of the most representative groups:

Origin	Population
English.....	62,000
Scottish.....	40,500
Irish.....	25,500
Ukranian.....	22,600
Jewish.....	17,000
German.....	12,200
Polish.....	11,000
Scandinavian.....	9,200
French.....	7,000

Winnipeg is the leading trading centre in Western Canada, both from the wholesale and retail point of view. The manufactures of the East are funnelled through distributing agencies in Winnipeg to reach the consumers of Western Canada.

Dauphin is a community of nearly 5,000 inhabitants, and is the business centre for the fertile farmland between the Riding and Duck Mountains. Its population in 1921 was 3,900, and in 1941 the Dominion Census Bureau Reported its population at 4,662. Like Winnipeg, the racial origin of its inhabitants is made up of immigrants from practically every European nation, as well as a high proportion of English, Scottish and Irish.

Mixed farming dominates agriculture, and furthermore, records indicate that there has never been a crop failure in the area around Dauphin. The annual agricultural yield is higher than in most districts in Manitoba, and considerably higher than the yield in the average district in the Prairie Provinces. Little development is anticipated in the immediate future at Dauphin unless there is an influx of settlers.

Dauphin is the nearest distributing centre to the mining area of Northern Manitoba. No industrial concern of importance is located in Dauphin.

The following table lists the important economic characteristics of Winnipeg and Dauphin for an area within 25 miles of each point:

Economic Characteristics - 1941

		Winnipeg	Dauphin
Population	(No.)	282,121	18,974
Retail Sales	($1000)	145,200	4,197
Retail Sales per Capita	($)	515	221
Wholesale Sales	($1000)	525,381	2,975
Postal Revenues	($1000)	3,788	60
Manufacturing - Gross Production	($1000)	174,314	707
Wage-Earners	(No.)	91,018	2,487
Earnings of Wage-Earners	($1000)	89,786	1,551
Average Earnings	($)	986	624
Telephones	(No)	58,788	1,230
Telephones per 1,000 Population	(No.)	208.4	64.8
Motor Vehicles	(No.)	41,668	2,417
Motor Vehicles per 1,000 Population	(No.)	147.7	127.4

(2) TRAVEL HABITS

NORTHWESTERN ONTARIO

As the majority of the population of this area is engaged in various mining activities, the pattern of the travel habits is definitely restricted to the pivotal points from which the air services of the area are operated. It has already been indicated that the whole of the passenger movement is handled by the aeroplane, no surface transportation being available to such traffic. The air schedules are arranged to connect with rail transportation at Kenora and Sioux Lookout. The travel habits are, therefore, limited to such points as Winnipeg, Kenora and Sioux Lookout.

The Red Lake traffic is equally divided between Winnipeg and Kenora; in other words, an equal number of residents travel to the west as to the east, since Kenora is a recognized outlet for points in Eastern Canada.

As to Pickle Lake, by far the greater proportion of the trips taken by the residents of the area terminate at Sioux Lookout, the nearest railhead and the site of the Mines Recorder and Assay Officer. The inter-change of traffic between Red Lake and Pickle Lake is limited in volume, consisting mainly of mining executives interested in both areas, travelling salesmen and some Winnipeg business representatives.

The extensive prospecting and exploration work presently carried out in the whole of Northwestern Ontario is based at Red Lake and Pickle Lake, whereas some years ago it originated at Kenora and Sioux Lookout. The frontier is moving northwards with the establishment of communities such as Mackenzie, Red Lake and Pickle Lake. The movement of the prospectors and their supplies is by chartered planes based at points in the area itself and mentioned above.

Travel to such other points as Goldpines, Uchi and Casummit Lakes fluctuates considerably. As already noted, the mining activity at these points has been decreasing the last year or two, and consequently the population has also diminished. Outside of the main flow of passenger traffic between Red Lake and Winnipeg, Red Lake and Kenora, Pickle Lake and Sioux Lookout, the passenger movement in the balance of the area is very thinly spread out, but it can be said to be linked very closely to the main points, which are definitely developing as primary distributing points within the area. This feature will be developed more fully in the statistical review.

[illegible]

[illegible]

[illegible]

From the Inter-Community Travel Survey it has been possible to trace the number of registrants at Sioux Lookout and Kenora from the Red Lake district. For a 12-month period the origin of registrants from the Red Lake district was distributed as follows:-

Hotel Registrations

From	At Sioux Lookout	Kenora
Central Patricia	70	8
Doghole Bay	2	-
Ear Falls	17	-
Goldpines	4	-
Jackson Manion	7	-
Jason	12	-
McKenzie Island	1	35
Madsen	-	9
Woman Lake	1	-
Pickle Crow	-	5
Red Lake	50	147
Uchi Lake	44	9
Total	208	213

The travel habits of the residents of Kenora are, first of all, towards the Province of Manitoba, to which approximately 59% of the trips were destined, as against 32% to Ontario points. The principal cities of Ontario to which the residents of Kenora are attracted are Fort Frances, Fort William-Port Arthur, and Toronto.

The visitors to Kenora originate principally, so far as Ontario is concerned, at Fort William-Port Arthur, Toronto, Sioux Lookout and Fort Frances. The survey also indicates that 50% of the registrants in Kenora come from the Province of Manitoba. It should be mentioned that 14% of the traffic into Kenora originates in the United States. This is explained by the numerous tourist attractions offered by the Lake of the Woods region, where an increasing number of summer cottages and resorts are available. In the spring and fall many United States residents visit the area for hunting and fishing.

Sioux Lookout reports the origin of its registrations in the following ratios:

Origin	%	%
Ontario		63.0
Fort Wm-Port Arthur	14.4	
Kenora	8.5	
Toronto	7.8	
Manitoba		26.8
United States		5.7
All other Canadian points		4.5
Total....		100.0

The travel habits of the residents of Sioux Lookout are along the following pattern:

Destination	%	%
Ontario		67.9
Fort Wm-Port Arthur	13.0	
Kenora	17.1	
Toronto	4.9	
Manitoba		26.8
United States		0.7
All other Canadian points		4.6
Total....		100.0

NORTHEASTERN MANITOBA

In this area there are only two established settlements, Bissett and Favourable Lake. Similarly to Northwestern Ontario, the only passenger transportation facilities available to the residents of these localities are the operation of air services from Lac du Bonnet. Consequently, the travel habits of the residents of the area, who are predominately engaged in mining activity of some sort or another, are focused towards Winnipeg. The density of this traffic will be analyzed in the statistical review, as well as the passenger

traffic originating at such points as Gods Lake, Island Lake, Sachigo and Lingman Lake. It will become apparent that the travel originating in these areas is limited and of an intermittent nature, as it is fully dependent on the amount of prospecting under way at any given time. The mining engineers, geologists, prospectors, etc., in these districts travel by chartered plane from either Ilford, Norway House, Favourable Lake or Bissett. There is no set pattern in evidence at the present time.

NORTHWESTERN MANITOBA

The travel habits of the residents of the areas north and east of the principal points of Flin Flon and Sherridon, are towards the railheads, since all-year-round land transportation serve these points. The air services in the area are also based at such railheads as Sherridon and Flin Flon. Up to the present time, the flow of passenger traffic has not been of sufficient volume to any one section of this vast expanse to warrant the operation of regular air services. Therefore, the pattern of travel is disseminated to such far distant points as Brochet, Halfway Island, Lynn Lake, Granville Lake, South Indian Lake, etc.

The passenger movement relative to the recent development in the Herb Lake area was taken care of by special flights from Sherridon. There is a possibility, however, that in the future when the highway construction programme to link this area with the Hudson Bay Railroad is fully completed, the flow of traffic might be diverted to Wekusko and taken care of by land transportation.

The registrations at Flin Flon indicate the following pattern:

Origin	%
Manitoba.....	75.0
Saskatchewan....	13.6
Ontario.....	5.8
United States...	1.0
Other points....	4.6
Total.....	100.0

Looking at the Provincial distribution of the registrations from Manitoba, it is interesting to note that 52% originate in Winnipeg, 21% in Le Pas, 7% in Dauphin, 5% in Sherridon and 15% at other Manitoba points. As to the Saskatchewan registrations, 27% originate at Saskatoon, 21% at Regina, 11% at Yorkton, 9% at Prince Albert and 32% at other Saskatchewan points. The preponderance of traffic into Flin Flon by points of origin and in order of importance, originate at Winnipeg, Le Pas, Dauphin, Saskatoon, Regina and Brandon. Tourist traffic in this area is very restricted, for lack of proper accommodation to take care of any volume of traffic.

The travel habits of the residents of Flin Flon, according to the Inter-Community Travel Survey made in 1945, are primarily to Le Pas and Winnipeg. The distribution, by principal points, was as follows:-

Destination	%
Brandon.....	4.7
Dauphin.....	3.4
Le Pas.....	23.0
Sherridon.....	6.8
Winnipeg.....	21.8
Moose Jaw.....	7.6
Regina.....	7.1
Saskatoon.....	8.7
All other Can. & U.S. points.....	16.9
Total.....	100.0

As to the pattern of travel of visitors at Sherridon, the Survey indicates the following distribution by point of origin:

Origin	%
Le Pas.....	34.6
Winnipeg.....	29.8
Other Manitoba points...	23.7
Saskatchewan.....	6.6
Other Can. & U.S. Points.....	5.3
Total.....	100.0

The Sherridon pattern of travel is summarized in the following table, which shows the distribution on a percentage-wise basis to the principal locations in Western Canada:

Destination	%
Brandon.....	3.2
Dauphin.....	3.7
Flin Flon.....	14.1
Le Pas.....	38.0
Winnipeg.....	21.2
Prince Albert.....	1.5
Yorkton.....	2.2
Other Can. & U.S. Points.....	16.1
Total.....	100.0

The business travel from Flin Flon and Sherridon is made up entirely of mining executives, geologists and mining engineers, to and from such points as Winnipeg, Toronto, Ottawa and Montreal. Travel into Le Pas, on a provincial basis, originates mostly in Manitoba (78%) and Saskatchewan (11%). The Manitoba points which appear to have a community of interest with Le Pas are, first of all, Brandon (4%), Flin Flon (13%), Winnipeg (32%) and Dauphin (6%). The residents of Le Pas to a very high percentage travel in Manitoba (86%), to such points as Winnipeg (23%), Sherridon (24%), Flin Flon (14%), Dauphin (10%) and Brandon (3%).

In giving consideration to the travel habits of the three points in Northwestern Manitoba just reviewed, it should be borne in mind that the volume of such traffic is relatively low. The total population, within a 25-mile radius of these three points does not exceed at the present time 17,000 people. Consequently the traffic generated cannot be expected to reach a high degree of intensity.

The travel of the residents of Dauphin takes place chiefly within the boundaries of the Province of Manitoba (83.9%), and Saskatchewan (13.0%). The Saskatchewan centre to which the greatest amount of travel takes place is Yorkton. The principal points in Manitoba which attract the residents of Dauphin, together with the distribution of travel, are as follows:

Destination	%
Brandon.....	16.1
Flin Flon.....	3.7
Le Pas.....	9.2
Sherridon.....	3.1
Winnipeg.....	49.5
All other Manitoba points	18.4
Total.....	100.0

The travel into Dauphin is very similar to the traffic out of Dauphin, 85% originating in Manitoba and 10% in Saskatchewan. The contribution of travel from points in Manitoba to Dauphin was in accordance with the following ratios:

Origin	%
Brandon.....	7.2
Flin Flon.....	1.0
Le Pas.....	2.4
Sherridon.....	0.2
Winnipeg.....	66.7
All other Can. & U.S. points.....	22.5
Total.....	100.0

The above two tables, therefore, indicate quite clearly that there is a considerable community of interest between Dauphin and Winnipeg, but very little interchange of traffic between Flin Flon, Le Pas, Sherridon and Dauphin.

Only 40% of the travel out of Winnipeg is destined to points in Manitoba. A review of such points indicates the following pattern:

Destination	%
Brandon.....	36.2
Dauphin.....	15.0
Flin Flon.....	1.9
Le Pas.....	1.2
Portage la Prairie.....	20.5
Sherridon.....	1.1
All other Manitoba points.....	24.1
Total.....	100.0

The pattern of travel of Winnipeg residents to other Canadian provinces is summarized in the following table:-

Destination	%
Quebec.....	3.4
Ontario.....	17.8
Saskatchewan.....	28.9
Alberta.....	4.4
British Columbia.....	3.4

The distribution of travel into Winnipeg by main areas is reported as follows by the economic survey:

Origin	%
Quebec.....	4.7
Ontario.....	24.6
Manitoba.....	25.0
Saskatchewan.....	12.4
Alberta.....	6.0
British Columbia.....	4.6
Other parts of Canada...	0.5
Total.....	77.8

The balance of the traffic into Winnipeg originated in the United States and foreign countries, and amounted to 22.2%, with the majority of the travel originating in Minnesota, North Dakota, Illinois and New York.

The distribution of the travel from Manitoba points to Winnipeg is shown in the following table:

Origin	%
Brandon.....	24.1
Dauphin.....	6.8
Flin Flon.....	2.8
Le Pas.....	2.3
Portage la Prairie.....	9.6
Sherridon.....	0.6
All other Manitoba points.....	53.8
Total.....	100.0

The community of interest of Winnipeg residents with Dauphin, Flin Flon and Le Pas, is not very pronounced, but it should be borne in mind that the survey is based on hotel registrations, which show the place of residence of the registrants and, therefore, the percentages reported herein would not necessarily indicate the density of the flow of traffic between Winnipeg and the northern points under review. It has already been mentioned that Winnipeg is primarily a transportation centre, through which is funnelled all the eastern traffic destined to points west and north. The registration of such travellers in Winnipeg hotels, as well as in the hotels of Flin Flon and Le Pas, would be shown as originating in the province from which they came.

(3) TRANSPORTATION REQUIREMENTS

NORTHWESTERN ONTARIO

The basic transportation requirement of this area is the provision of all-year-round operation of passenger services to the points warranted by the mining development and the density of population. It has already been indicated that surface transportation at the present time is available only when the rivers and lakes are open to navigation.

The highway linking the Red Lake area to the Trans-Canada highway will not be open to through traffic until the fall of 1947, and the winter tractor services, when operated, are slow and unreliable. Furthermore, the necessity of changing from floats to skis leaves the area without any communication with the outside during a full month every year. However, with the construction of the airport at McKenzie Island it will be possible to furnish all-year-round passenger service in and out of the area by planes equipped with wheels, and this feature by itself will be sufficient to meet the indicated basic requirement. The review made in sections 1 and 2 of the Economic Characteristics states clearly that Red Lake and Pickle Lake are the two most important districts in Northwestern Ontario, and it follows that regular air passenger services should be maintained to and from these communities twelve months of the year.

An air service which would join on a reasonable frequency Winnipeg to Red Lake, Kenora to Red Lake, and Sioux Lookout to Pickle Lake, based on the facts already reviewed, appears to be warranted, as well as a service linking Sioux Lookout to Red Lake to take care of the flow of traffic from Winnipeg to Pickle Lake via Red Lake. This last service would probably not need to be operated on as high a frequency, since the indicated traffic flow is not as heavy as on the other services in and out of Kenora and Winnipeg.

The transportation requirements of the other sections within Northwestern Ontario could be taken care of by the operation of non-scheduled services based at such points as Red Lake and Pickle Lake. These services would have to be operated by aircraft equipped with floats in the summer and skis in the winter, and would be subject to the vagaries of weather conditions. The travel habits already referred to do not warrant the operation of these services on a regular basis.

NORTHEASTERN MANITOBA

The degree of development in this area cannot be compared with the situation described in the Red Lake district, and consequently the transportation requirements, although similar in nature, cannot at the present time be fully taken care of. The air passenger services, for lack of landing fields in the area, are restricted to float and ski operation, which means that transportation service cannot be available the year round.

The two principal points where economic developments indicates the necessity of operating regular air services of the type already described are Bissett and Favourable Lake, and it appears that before very long similar service will be warranted to Long Lake to take care of the traffic which will follow the development of the mining property of Ogama-Rockland Gold Mines Limited.

The requirements of all the other districts in this area can be taken care of by irregular non-scheduled services based at strategic points. The dispersion of the present passenger traffic is to a great many points within the area, and its volume is not sufficiently developed to warrant regular service of the type indicated for Bissett and Favourable Lake.

NORTHWESTERN MANITOBA

The transportation requirements of this area, with the exclusion of Sherridon and Flin Flon, have not sufficiently crystallized to indicate which points should receive regular air service of reasonable frequency. The traffic to and from such areas as Reindeer Lake and Lynn Lake is intermittent and of low density. The development which has taken place in the summer of 1946 appears to indicate that a regular service should be established from either Sherridon or Flin Flon to Snow Lake and Herb Lake where the Howe Sound Corporation is carrying out extensive operations. On the other hand, land transportation is also being made available to this area from a point on the Hudson Bay Railroad. Until such time as the full requirements of this district are evident, it appears from the facts available that a non-scheduled air service would be sufficient.

The interchange of passenger traffic between such points as Winnipeg, Dauphin, Le Pas and Flin Flon appears to be of sufficient volume to warrant the establishment of regular year round air services operated with medium size aircraft equipped with wheels. The present rail service between Winnipeg and the mining area in the north is circuitous and time consuming. Consideration must be given to the time element involved in the movement of the passenger traffic, which is made up principally of mining executives, mining consultants, engineers, geologists, etc. In recent months pullman accommodation has been extremely difficult to obtain, and the service itself is indirect inasmuch as it operates on three days a week via Melville instead of via Dauphin. The elapsed time is 24 hours for the whole trip, whereas an air service could join Flin Flon and Winnipeg in approximately 4 hours.

(4) AIR TRAVEL POTENTIAL

The potential passenger traffic on the regular air services which would be operated in Northwestern Ontario and Northeastern Manitoba are fully dependent on the mining activity and the expansion of such communities as Pickle Lake, Red Lake, Bissett and Favourable Lake. Since August, 1945, there has been a noted increase in mining activity throughout these two areas, and the passenger traffic carried by the licensee in these areas is an indication of the close relationship between these economic factors and the air travel potential. The recent increase in traffic will be fully discussed in the statistical review which follows this section of the report. The potential traffic to the less developed districts in these areas is indeterminate at the present time. A major mining discovery would automatically create traffic of such volume as to require the immediate operation of regular services.

In Northwestern Manitoba the immediate potential air traffic is linked with the development taking place at Snow Lake. If a regular air service is established between this district and Flin Flon or Sherridon, it would have direct competition from land transportation when the highway is completed. Based on the facts available at the present time, the volume of traffic to be carried by air in the immediate future will depend on the degree of competition offered by surface transportation.

Representations were made by the Boards of Trade of Flin Flon and Le Pas, the Mayor of Dauphin and officials of Sherritt-Gordon Mining Company and Mid West Metal Mining Association, for the establishment of a scheduled air service between Winnipeg, Dauphin, Le Pas and Flin Flon, which seems to indicate that the mining interests are anxious to see in operation an air service from Winnipeg to Northern Manitoba. In the opinion of these representatives, and also in the opinion of the officers of C.P.A.L., the air travel potential between the points indicated above is sufficiently attractive to warrant the economic operation of such service. Economic factors already reviewed in this report indicate that there is a community of interest between Winnipeg, Dauphin and the gateways to the mining areas in the north, but the surface transportation facilities radiating from such points as Le Pas, Sherridon and Flin Flon are so restricted that it is doubtful whether such an air service would be attractive to the majority of the travelling public between Winnipeg and the north. The air service would certainly appeal to those passengers originating and

terminating at Flin Flon and Le Pas, but would not appeal to travellers in and out of Herb Lake, Sherridon, Lynn Lake, etc. In other words, the patronage of the airline would be limited to the mining executives or those employees whose cost of transportation is borne by the mines.

A review of the sleeping-car traffic provided by the Canadian National between Winnipeg and the north indicates that, on the average, 7 passengers are carried overnight in the sleeper between Winnipeg and Flin Flon, and the same number between Winnipeg and Le Pas, one passenger between Dauphin and Le Pas and 2 between Flin Flon and Le Pas. The air service would undoubtedly make inroads in the traffic mentioned above, but would not meet the requirements of passengers travelling between Winnipeg and Cranberry Portage, since it is impossible to drive between Le Pas and Cranberry Portage, or between Flin Flon and Cranberry Portage.

The analysis of the sleeper traffic southbound, that is, from Le Pas and Flin Flon, indicates that the volume to Winnipeg is about equal to the northbound movement, but it appears to disperse to many more points, such as Swan River, Ochre River, Neepawa, Portage la Prairie, etc. In other words, the residents of the northern area, particularly the employees of the mines and those engaged in general trade, travel to smaller centres of Manitoba and possibly would not patronize an air service which would be more expensive than rail service.

Taking all these factors into consideration, and particularly the strong request voiced by the mining companies of the area and the present degree of expansion in the north, the potential air traffic might be developed to a sufficient degree to warrant the maintenance of a regular air service on a frequency not exceeding three trips per week in each direction in its initial stage. The service should be operated by a company in good financial position; the operating losses might be considerable for a year or two.

SECTION V.

STATISTICAL REVIEW

There is no historical statistical data available to allow a detailed analysis to be made of the results of operation of air services according to the geographical areas followed in the other sections of this report, This situation is brought about by the fact that previous to 1943 the reports of Canadian Airways covered all operations in Canada, with no separate segregation made for the areas under consideration. In 1943 data is available from Canadian Pacific Air Lines records for the so-called "Central Division", which includes Flin Flon and Red Lake areas. From July 1, 1945, with the inception of the Air Transport Board statistics, the Flin Flon report is segregated from the results of operations in Red Lake.

The over-all financial picture of air operations conducted by Canadian Pacific Air Lines in Northwestern Ontario and Manitoba is summarized in the following table:

	Total Revenue	Total Expenses	Net Operating Revenue	Operating Ratio
	$	$	$	%
1943	624,525	852,653	228,128*	136.5
1944	672,452	889,696	217,244*	132.3
1945	851,173	996,369	145,196*	117.1
1946 (estimated)	1,460,000	1,340,000	120,000	91.8

* Loss

The indicated operating revenue for the year 1946, based on actual results for the first nine months, is $1,460,000. On this basis it should be noted that the revenues have increased by 130% over 1943, and the expenses show an increase of less than 60%. The net result of the operations during the last four years has been to change an operating loss of over $200,000 in 1943 to an estimated operating profit of $120,000 in 1946.

The statistical returns for the first nine months of 1946 indicate that for the entire area the proportion of revenue earned from the operation of charter flights amounts to 42% of the total, and scheduled operations produced 58% of the revenue. It is understood, however, that the basis of fares and rates was the same for both types of service, that is, charter or schedule.

The important aircraft operating statistics for the same years as above are reported as follows:

	Total Miles Flown	Total Hours Flown
1943	981,722	9,314
1944	1,064,717	9,880
1945	1,233,989	11,550
1946 (estimated)	1,880,000	17,300

The corresponding volume of passenger traffic is summarized as follows:

	Revenue Passengers Carried	Revenue Passenger Miles	Average Journey
	(No.)	(thousands)	(miles)
1943	10,567	1,496	142
1944	12,684	1,742	137
1945	18,526	2,251	121
1946 (estimated)	32,000	3,500	109

The passengers carried show an increase of 202% and the passenger miles, on the other hand, an increase of only 134%, indicating a drop in the average journey between 1939 and 1946.

As to the goods and mail traffic, the following table shows that there is an increase of 127% in revenue ton miles of goods and an increase of only 25% in mail ton miles:

The additional revenue for the fiscal year [illegible] business just for the dollars spent by percentage of revenue [illegible] from the operation of carrier flying amounts to 15% of the [illegible] [illegible] passenger-miles per month, [illegible] the revenue. [illegible] above, however, that the losses of fares and rates was the [illegible] left upon it service, that is, shorter or subsidy.

The top present aircraft capacities which [illegible] [illegible] above are represented as follows:

	Total Seats	Total Seats
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible] (estimated)	[illegible]	[illegible]

The corresponding volume of passenger traffic is [illegible] [illegible]:

	Passenger Miles (Thousands)	Passenger Miles (Thousands)	Average Miles
[illegible]	(Thousands)	(Thousands)	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible] (estimated)	[illegible]	[illegible]	[illegible]

The passengers carried show an increase of [illegible] and the passenger miles, as the other items, an increase of only [illegible], indicating a [illegible] in the average journey between [illegible] and [illegible].

As to the goals and unit traffic, the following [illegible] show that there is an increase of [illegible] in revenue per miles [illegible] and an increase of [illegible] in unit revenue miles.

	Goods Ton Miles	Mail Ton Miles
1943	259,362	27,212
1944	268,848	20,437
1945	322,988	22,723
1946 (estimated)	588,000	34,000

The average haul of goods traffic increased from 88 miles in 1943 to 111 miles in 1946, and the actual poundage of mail carried increased from 363,000 pounds to 590,000 pounds, indicating that mail traffic, although increasing in volume, is moving to certain specific points such as Kenora and Pickle Lake and is, possibly, redistributed from there by surface transportation.

The general conclusion to be derived from the above statistical review is that there has been, over the last four years, a substantial increase in passenger and goods traffic transported by the air services licensed in the area, with a consequent betterment in the financial picture. The net position has been improved by over $300,000 before interest charges.

The present licensee has a mail contract from Sioux Lookout to Goldpines and Casummit Lake, and from Sioux Lookout to Red Lake, at 40¢ per airplane mile for two round trips per week. The carrier also has a contract from Sioux Lookout to Pickle Lake, Kenora to Red Lake, and Winnipeg to Red Lake, on a frequency of daily except Sunday, and also at 40¢ per mile. There are no mail contracts for the carriage of mail by air in Northwestern Manitoba; the licensee delivers mail to a good many of the points served on his scheduled route on a courtesy basis.

Data was submitted at the hearing in sufficient detail to appraise the importance, from a traffic point of view, of the various communities provided with air services during the last two years. This data will now be analyzed according to the established geographical sub-divisions.

Northwestern Ontario and Northeastern Manitoba

Exhibit 1 filed by the licensee indicates for the year 1945 and the first six months of 1946 the revenue received at each station for the carriage of traffic on a scheduled basis. The exhibit also shows the number of passengers and the pounds of goods originating at each station, no matter what the destination of the traffic might be; in other words, it is the total traffic originating at each point and the revenue thereof with no consideration of its ultimate destination. The following table refers to such data with respect to the stations in the Red Lake district for the full year 1945 and the first six months of 1946:

Station		Revenue	Passengers	Goods
		$	(No.)	(lbs.)
Cassummit	1945	732	40	2,781
	1946 (6 months)	2,435	120	2,830
Doghole Bay	1945	52	3	-
	1946 (6 months)	-	-	-
Goldpines	1945	1,456	131	796
	1946 (6 months)	4,379	113	95,076
Hudson	1945	1,532	42	10,403
	1946 (6 months)	352	20	57
Jackson Manion	1945	65	3	-
	1946 (6 months)	-	-	-
Lost Bay	1945	467	30	2,914
	1946 (6 months)	170	7	1,634
Swain Post	1945	-	-	-
	1946 (6 months)	26	1	44
Uchi	1945	448	1	8,051
	1946 (6 months)	1	-	35
Lake Rowan	1945	-	-	-
	1946 (6 months)	26	-	738

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(Continued)

Station		Revenue	Passengers	Goods
		$	(No.)	(lbs.)
Populus Lake	1945	67	2	1,174
	1946 (6 months)	-	-	-
Lac du Bonnet	1945	35,893	493	333,463
	1946 (6 months)	30,330	417	332,624
Winnipeg	1945	59,929	2,602	80,444
	1946 (6 months)	53,654	2,521	48,865
McKenzie Island	1945	24,821	1,194	33,343
	1946 (6 months)	15,997	733	27,894
Red Lake	1945	47,157	1,927	185,073
	1946 (6 months)	34,827	1,617	62,782
Pickle Lake	1945	19,913	903	49,342
	1946 (6 months)	10,863	508	22,021
Sioux Lookout	1945	68,962	1,623	750,315
	1946 (6 months)	60,736	1,622	593,912
Kenora	1945	64,993	2,063	596,643
	1946 (6 months)	66,413	1,339	850,831
Total	1945	326,487	11,057	2,054,742
	1946 (6 months)	280,209	9,018	2,039,343

The above table clearly indicates that the points within the area which generated the majority of the traffic are McKenzie Island, Red Lake and Pickle Lake. If exclusion is made of the pivotal points of Winnipeg - Lac du Bonnet, Kenora and Sioux Lookout, it appears that for the first six months of 1946, 73.6% of the traffic, measured in dollars, originated at Red Lake and 15.7% at Pickle Lake. It, therefore, follows that these points should receive frequent and regular air service.

In the first six months of 1946 the licensee operated 303 trips in each direction between Winnipeg and Red Lake, 645 in each direction between Kenora and Red Lake, 97 in each direction between Sioux Lookout and Red Lake, and 183 between Sioux Lookout and Pickle Lake. In each case the number of flights operated greatly exceeded the number of flights scheduled during the same period. As to the service provided to Goldpines and Casummit Lake from Sioux Lookout, the licensee operated from March to the end of June 62 trips in each direction, or double the number of flights scheduled. With respect to the number of flights operated by the carrier, it must be remembered that during this period the aircraft used were small, and consequently to handle the traffic offered, numerous flights had to be performed, particularly before and after "break-up". Since July, however, the licensee has been operating a Canso and has reduced considerably the number of extra flights, as the capacity of this aircraft is greater than that of the Norseman used previously. As soon as the airfield is available at McKenzie Island, it is the intention to put into service a DC-3 with a capacity of 28 passengers. This will have the effect of further decreasing the number of extra flights, and from all indications, it appears that the operation of this type of aircraft will take care of the regular traffic.

In order to appraise the volume of traffic over the segments comprising the services which this review indicates should be operated on a regular basis, the following summary has been prepared of the revenue traffic for the first six months of 1946 carried by scheduled operations:

Segment	Goods	Passenger	Total
	$	$	$
Winnipeg - Red Lake	6,924	59,558	66,482
Red Lake - Kenora	40,293	47,140	87,433
Red Lake - Sioux Lookout	9,249	13,220	22,469
Sioux Lookout - Pickle Lake	15,088	25,780	40,868
Total	71,554	145,698	217,252

The revenues shown in the above table, and in all similar tables throughout this review, are based on the total traffic carried

between the terminal points of the segment, at the rates filed with the Air Transport Board.

It will be noted that from a revenue point of view, the Red Lake - Kenora segment has the greatest density, followed by the Winnipeg - Red Lake segment. This is partly explained by the fact that there were 2,647 passengers carried between Winnipeg and Red Lake, as against 2,357 between Kenora and Red Lake. The volume of goods traffic was ten times greater between Kenora and Red Lake than between Winnipeg and Red Lake. The volume of goods traffic on the Winnipeg - Red Lake segment is the smallest of all the segments reviewed in the above table.

As to the station earnings of the points in Northeastern Manitoba, the following table summarizes for the year 1945 and the first six months of 1946 not only the revenue at each point, but also the passenger and goods traffic:

Station		Revenue	Passengers	Goods
		$	(Nos.)	(lbs.)
Berens River	1945	2,247	27	13,107
	1946 (6 months)	5,721	17	72,259
Beresford	1945	440	25	2,886
	1946 (6 months)	586	40	1,606
Bissett	1945	11,465	603	77,423
	1946 (6 months)	7,276	400	27,733
Cross Lake	1945	196	6	-
	1946 (6 months)	-	-	-
Deer Lake	1945	826	33	2,213
	1946 (6 months)	336	6	1,739
Diana	1945	3	-	68
	1946 (6 months)	-	-	-
Favourable Lake	1945	17,661	428	115,718
	1946 (6 months)	10,768	179	88,754

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[illegible]

[illegible]

An [illegible] stocking [illegible] of the reports in Dartmouth on Hardwood, the fluctuating tool - manufacture for [illegible] and the first all another of 1968 not only [illegible] [illegible] also the pressure of and [illegible] [illegible]

Stations	Jordanes	Dolomites	[illegible]
[illegible] River	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Lake	[illegible]	[illegible]	[illegible]
[illegible] Lake	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

(Continued)

Station		Revenue	Passengers	Goods
		$	(Nos.)	(lbs.)
Gods Lake	1945	3,608	50	23,789
	1946 (6 months)	2,227	12	24,676
Ilford	1945	1,226	-	13,096
	1946 (6 months)	1,387	1	13,099
Island Lake	1945	4,974	117	6,719
	1946 (6 months)	2,319	29	3,042
Maskwa	1945	18	1	249
	1946 (6 months)	79	6	441
Norway House	1945	3,991	57	9,769
	1946 (6 months)	2,375	5	18,027
Oxford House	1945	902	25	974
	1946 (6 months)	-	-	-
Sachigo	1945	445	8	2,114
	1946 (6 months)	-	-	-
Sandy Lake	1945	449	17	3,542
	1946 (6 months)	63	4	-
Southtrout	1945	4,841	169	-
	1946 (6 months)	629	20	-
Wadhope	1945	257	11	1,426
	1946 (6 months)	1,381	122	2,840
Wallace Lake	1945	117	10	15
	1946 (6 months)	217	13	39
Little Grand Rapids	1945	2,558	87	5,450
	1946 (6 months)	804	21	3,584
Total	1945	56,224	1,674	278,558
	1946 (6 months)	36,168	875	257,839

An analysis of the above table for the first half of 1946, and eliminating such terminal points as Ilford, Berens River and Norway House, indicates that 40.4% of the revenue earned by the carrier in this area originates at Favourable Lake and 27.3% at Bissett. The percentage of contribution of Wadhope to the total revenue during this period was 5.2%. The increase this year in the amount of traffic at Berens River was explained by the traffic representative of the Company at the hearing in Winnipeg as being a special movement of equipment to Favourable Lake, and is a non-recurring item. The above summary is evidence that the traffic in the area is focused on the two localities of Bissett and Favourable Lake, and also that in general the level of revenue in 1946 will be above the level of 1945.

During the first six months of 1946 the licensee operated 179 flights in each direction between Lac du Bonnet and Bissett, whereas 95 trips in each direction were operated between Lac du Bonnet and Favourable Lake. In June, 1946, 17 scheduled flights were operated in each direction between Lac du Bonnet and Wadhope to take care of the requirements of the mining development at that point carried out by the Ogama Rockland Gold Mines Limited. To Island Lake 26 flights in each direction were operated from Lac du Bonnet. It will be recalled that the operations in this entire area are carried out with small aircraft equipped with pontoons in the summertime and skis in the winter.

The following table has been prepared to show the revenue received from goods and passenger traffic on the segments Lac du Bonnet - Favourable Lake and Lac du Bonnet - Bissett, for the first six months of 1946:

Segment	Goods	Passenger	Total
	$	$	$
Lac du Bonnet - Favourable Lake	12,352	2,070	14,422
Lac du Bonnet - Bissett	2,260	1,667	3,927
Total	14,612	3,737	18,349

The total operating revenues earned on scheduled services for the first six months of 1946 for Northwestern Ontario and Northeastern Manitoba are reported at $369,334; the total segment revenues, as already shown amount to $235,601, or 63.8% of the total. Based on the statistics reviewed in this section, it appears that the air services to be operated on a regular basis should provide transportation to such points as warranted by the volume of traffic, and those points appear to be Pickle Lake, Red Lake - McKenzie Island, Bissett and Favourable Lake.

The volume of traffic to Goldpines and Casummit is large enough to warrant the operation of a regular service on a low frequency basis, probably from Sioux Lookout.

Data was furnished by the licensee which indicates the volume of traffic for the first six months of 1946 between Sioux Lookout and Goldpines and Casummit, and is reproduced in the following table:

	Revenue	Passengers	Goods
	$	(No.)	(lbs.)
Sioux Lookout - Goldpines	2,341.18	151	14,452
Sioux Lookout - Casummit	7,383.85	192	73,346
Total	9,725.03	343	87,798

The traffic to and from other points in the area, as indicated in the tables submitted by the licensee, is relatively small in volume and could be taken care of by the operation of non-scheduled services from a fixed base at such points as Armstrong, Kenora, Hudson, Lac du Bonnet, Pickle Lake, Red Lake, Sioux Lookout and Trout Lake.

Northwestern Manitoba

In the first six months of 1946 the licensee operated in each direction between Flin Flon and Island Falls 74 scheduled flights, between Flin Flon and Sherridon 77 scheduled flights, between Flin Flon and Herb Lake 57 scheduled flights, and between Flin Flon and Brochet 7 scheduled flights. In all these services the trips operated were considerably in excess of the flights scheduled.

Based on the submission of the licensee at the hearing in Winnipeg, the following table has been prepared to show the earnings accruing at each station in this area, together with the passengers and goods traffic originating at each point and carried over the scheduled services operated during the year 1945 and for the first six months of 1946:

Station		Revenue	Passengers	Goods
		$	(No.)	(lbs.)
Brochet	1945	717	10	909
	1946 (6 mos.)	22	-	95
Channing	1945	11,284	188	99,745
	1946 (6 mos.)	6,175	184	110,218
Cormorant Lake	1945	6	1	-
	1946 (6 mos.)	-	-	-
Cranberry Portage	1945	6	1	-
	1946 (6 mos.)	-	-	-
Elbow Lake	1945	189	11	381
	1946 (6 mos.)	230	11	-
Herb Lake	1945	276	10	65
	1946 (6 mos.)	456	26	3,108
Island Falls	1945	618	43	6,875
	1946 (6 mos.)	861	87	991
North Star Lake	1945	36	1	-
	1946 (6 mos.)	-	-	-
Pelican Narrows	1945	809	48	6,611
	1946 (6 mos.)	1,013	78	3,533
Pukatawagan	1945	983	72	6,396
	1946 (6 mos.)	71	5	335

(Continued)

(Continued)

Station		Revenue	Passengers	Goods
		$	(No.)	(lbs.)
Reed Lake	1945	485	10	381
	1946 (6 mos.)	14	1	-
South End	1945	1,209	36	1,152
	1946 (6 mos.)	47	-	610
Sturgeon Landing	1945	1,113	116	-
	1946 (6 mos.)	-	-	-
The Pas	1945	237	11	-
	1946 (6 mos.)	-	-	-
Total	1945	17,968	558	122,515
	1946 (6 mos.)	8,889	392	118,890

The statistical data in the above table supports the following facts, (1) that the increase in the revenue level in 1946 will not greatly exceed that of 1945, and (2) that the conclusions reached in the transportation requirements section and in the air travel potential section are fully substantiated, i.e., that the revenue level in this area is not sufficient to warrant the operation of regular air services on a scheduled basis. The licensee, who has acquired considerable experience in providing air service in this area during the last ten years, is fully in accord with this fact. In answer to the following question in Winnipeg: "On the whole the revenue is not very good for the whole area, is it?", the traffic representative of the carrier replied: "No, the schedules there form a small part of the work done by the operating company; charter service forms a larger part of the work done each month." An analysis of the revenues of the Flin Flon area for the first six months of 1946 indicates that 91% was earned in the operation of charter services and the balance on scheduled services.

A breakdown of the traffic from point to point in this area has been supplied by the licensee, and the revenue received therefrom in the operation of scheduled services is summarized in the following table:

Segment	Goods	Passenger	Total
	$	$	$
Flin Flon - Brochet	239	160	399
Flin Flon - Herb Lake	317	885	1,202
Flin Flon - Island Falls	644	1,470	2,114
Flin Flon - Pukatawagan	-	160	160
Sherridon - Pukatawagan	1,291	225	1,516
Total	2,491	2,900	5,391

All of these statistical facts indicate that the traffic volume up to the present time does not warrant regular air services on a scheduled basis to any one point in the area, but that it could easily be taken care of by non-scheduled operations based at the following points: Channing, Flin Flon, Sherridon and Le Pas.

S E C T I O N 8

Synopsis of Public Hearing at Kenora

A public hearing by the whole Board was held in the Court House, Kenora, Ont., on Tuesday, the 1st of October, 1946, at which the following parties were heard:-

Canadian Pacific Air Lines, Limited - representing the licencees -
Canadian Airways Limited
Wings Limited
Starratt Airways and Transportation Limited.

D. S. Ormond - representing Messrs.
M. E. Ashton and
F. Roy Brown.

Licences C.T.C. (A.T.) 19, 21, 31, 35, 37, 49 and 50
22, 23, 54, 62 and 64
24 and 45.

Representations of Licencee:

The licencee represented that in the entire area associated with these licences, the needs of the mining industry are overwhelmingly preponderant in creating a demand for air transport and that there are only two mining camps with concentration and magnitude of development justifying a scheduled air service approaching a daily frequency. These camps are at Red Lake and Pickle Lake which, together, create the demand for more than 50% of the total airborne traffic moving into the area. He further represented that the important points of departure and destination for airborne traffic moving into and out of the area are:- Winnipeg, because it is the metropolitan centre for the entire region; Kenora, because it is the nearest important railway point to Red Lake through which most of the mail is handled; and Sioux Lookout, because it is the seat of the nearest Provincial Mine Recording Office, is a railway junction with connections to Port Arthur, and is conveniently situated with respect to the water and winter tractor routes which penetrate the mining region north of the transcontinental railways. On being questioned concerning the utility of Armstrong, Ont., the licencee admitted the advantage of that place in respect of traffic bound from and to points east of the area, but he explained the over-all advantage of Sioux Lookout.

From his experience of operations in the past, the licencee expressed the opinion that the best way to serve the area, so as to achieve regularity, reliability and a reasonable cost to the public, would be to furnish a scheduled land-plane service using medium sized twin-engined equipment connecting Winnipeg, Red Lake, Kenora, Sioux Lookout and Pickle Lake. The land-plane service, he explained, would not be subject to the interruptions of freeze-up in the fall and break-up in the spring and, furthermore, as Winnipeg has all instrument and night flying facilities, a land-plane service would not be restricted entirely to daylight contact operations; thus, inordinate peaks of traffic can be avoided and optimum utilization of equipment and crews could be better assured.

With respect to the other points named on the licences, the licencee produced evidence to show that none of them generated enough traffic to justify the expense of establishing facilities for scheduled land-plane operations, and he alleged that such points as required regular air service could be adequately served by smaller 'bush type' aircraft capable of operating as sea-planes or ski-planes.

The licencee testified that traffic to points south of Kenora (licences 23 and 64) had almost completely died out, and that there remains no justification for scheduled service to the points in the region between Kenora and Red Lake.

Of all the points north of the railways, the licencee expressed the opinion that only Casummit, the site of an operating mine, and the permanent small settlements, Swaine Post and Gold Pines, would require the operation of a scheduled service and even these would only need a frequency of the order of twice a week or less; and that all other points in the area serving the needs of prospecting, mine development and the fish and fur trades could be most satisfactorily served by charter operators working from strategic bases.

Lac du Bonnet, the licencee explained, is not of itself a traffic generating point or objective. It is served from Winnipeg by railway and by motor vehicle, and its function is simply that of a convenient and economical sea-plane terminal for the Winnipeg traffic, and that in the past, as a courtesy service, the Winnipeg mail and the morning newspapers have been expedited via Lac du Bonnet, though the mail contract is from Kenora only. With the institution of land-plane service from Winnipeg to Kenora and Red Lake, Lac du Bonnet would lose its utility in relation to the services associated with the licences under review at this hearing.

Representation by D. S. Ormond:

D. S. Ormond advised the Board that his clients, Messrs. M. E. Ashton and F. Roy Brown of Winnipeg, Man., intended to make application to the Air Transport Board for licences to carry out non-scheduled commercial air services between specific points and from designated bases in the area served by the licences under review.

Synopsis of Public Hearing at Winnipeg

A public hearing by the whole Board was held in the Court House at Winnipeg, Man. on Thursday, October 3, 1946, at which the following parties were heard:-

Canadian Pacific Air Lines, Limited -	representing the licencees - Canadian Airways Limited, Arrow Airways Limited, Wings Limited.
J.N. Botsford -	representing Ogama Rockland Mines Limited (Long Lake, Man.)
C.C. Sparling, K.C. -	representing the Flin Flon Board of Trade, the Town of Flin Flon, Le Pas Board of Trade, the Town of Le Pas, the North of Fifty-Three Trades and Labour Council.
W.L. Bullmore -	Mayor of Dauphin, Man.
J.D. MacDonald -	Manitoba Chamber of Mines.
F.D. Shepherd -	The Midwest Metals Mining Association.
H.R. Drummond Hay, K.C. -	Sherritt Gordon Mining Company, God's Lake Gold Mines, Wekusko Consolidated Limited Squall Lake Gold Mines Limited.
D.S. Ormond -	representing Messrs M.E. Ashton and H. Roy Brown.

Licences C.T.C. (A.T.) 20, 23, 26, 38, 46, 58.

11, 12, 29, 30, 53, 66.

Representations of Licencee

The licencee testified that, in the area to the east of Lake Winnipeg and south of the Hudson Bay Railway, the only points requiring regular scheduled air service are:-

WADHOPE, Man. (Long Lake), where considerable mining development work is being prosecuted by Ogama Rockland Gold Mines:

BISSET, Man., the site of the San Antonio Gold Mine:

FAVOURABLE LAKE, Ont. (Southtrout Lake), the site of the Berens River Mine:

LITTLE GRAND RAPIDS, Man., the site of a trading post and Indian school, and also a staging point on the surface route eastwards from Lake Winnipeg:

ISLAND LAKE, Man., the site of two missions, a Hudson Bay Company post, an Indian school, and several independent traders. He stated that the importance of BERENS RIVER lay solely in a certain community of interest between that place and FAVOURABLE LAKE, as it is the point where the Lake Winnipeg boats discharge and load cargo for and from the Berens River mine at FAVOURABLE LAKE.

ILFORD, on the Hudson Bay railway, explained the licencee, has lost its significance, since the mines at GOD'S LAKE, Man. and SACHIGO, Ont. have ceased production, though the point serves a useful purpose as an alternate point of loading for air freight to FAVOURABLE LAKE and ISLAND LAKE when northern waters are frozen, while the southern waters are not frozen.

The licencee further expressed the opinion that the needs of the communities requiring scheduled service are not such as to justify large expenditure in ground facilities, and that the air services could be rendered quite satisfactorily with "bush type" float and ski planes, the operations being of a local nature which could, with the best advantage, be combined with non-scheduled charter operations. Based on past records, the licencee recommended frequencies of twice a week to Wadhope, Bisset, Favourable Lake, and Little Grand Rapids, and a frequency of once in four weeks to Island Lake. He explained that there

is little or no community of interest between one point and another within the area, the only community of interest being between each point and the nearest outlet to civilization, consequently, service to the points in question could best be rendered radially from a base at Lac du Bonnet, as each point would usually require a full load for the type of aircraft suitable for operation in the region.

With respect to the territory lying close to the boundary between the provinces of Manitoba and Saskatchewan and north of the Hudson Bay Railway, the licencee testified that the operating records show that regular scheduled air services are only justified from a base at FLIN FLON, Man. (Channing), to the following:-

PELICAN NARROWS, Sask.
ISLAND FALLS, Sask.
SHERRIDON, Man.
SNOW LAKE, Man.

the latter being a new point near HERB LAKE, Man., where very considerable development is being made by the Howe Sound Mining Corporation. The licencee stated that services to all other points on the licences under review were of an infrequent and sporadic nature and that, in fact, more than 50% of the traffic from the base at Channing was of a non-scheduled charter nature. In the licencee's opinion, the services from Channing could best be rendered by bush type seaplanes and skiplanes and the scheduled services, which would only have a frequency of once or twice a week, could most economically be operated by a carrier who is also licensed to render charter service in the territory.

With respect to the territory south of Le Pas and west of Lake Winnipeg, the licencee submitted that the public convenience and necessity required a daily, or daily except Sunday scheduled air service between Flin Flon and Winnipeg, with stops at Le Pas and Dauphin, Man., although this service would be beyond the strict limits of the licences under review.

Representations by other parties

(1) J.N. Botsford informed the Board that the Ogama Rockland Gold Mines Limited is energetically developing a property near Long Lake, Ont., that the population at present is about 200 souls, and that it is confidently expected that this will increase materially in the near future. He pointed out that the mine management is very anxious to have a post office established at Long Lake, and that the Post Office Department is quite willing to do so but as yet has been

unable to reach an agreement with Canadian Pacific Air Lines, in that the carrier claims that there is no community of interest between Bisset and Long Lake and, consequently, he cannot perform a round trip service connecting Lac du Bonnet, Bisset and Long Lake in one flight, as such a service would mean either an uneconomical load factor or a wasteful frequency.

(2) C.C. Sparling, K.C.
W.L. Bullmore
J.D. MacDonald
F.D. Shepherd
H.R. Drummond Hay, K.C.

C.C. Sparling, K.C. submitted a brief in support of public convenience and necessity for a frequent and reliable landplane service connecting Flin Flon, Le Pas, Dauphin and Winnipeg. The remaining 4 parties named either submitted briefs or made verbal representations supporting strongly the proposed landplane service. It was pointed out in particular that the Town of Flin Flon and the large mining community of Sherridon, where there is a very large capital invested, are cut off from the benefits of airmail by the "barrier" of a slow railway service to Winnipeg which is the nearest airmail outlet.

(3) D.S. Ormond, representing Messrs M.E. Ashton and H. Roy Brown, advised the Board of the intention of his clients to make application for licences to operate commercial air services in the territory associated with the licences under review.

SECTION 9

SUMMARY

From a review of the economic characteristics of the area; the available statistical data pertaining to existing air services subject to the review, and having regard to the nature, extent and frequency of the railway, highway and water transportation facilities which are presently available for the service of the public concerned in the area, it would appear that the undermentioned commercial air services would be satisfactory and would adequately meet the present needs of the communities involved.

(1) Northwestern Ontario

(a) A commercial air service (scheduled) of relatively high frequency, serving points in the area which the economic analysis indicates as the principal poimts in the area from the standpoint of air transportation. These points are Winnipeg, Red Lake, Kenora, Sioux Lookout and Pickle Lake. Whilst the economic analysis indicates that there is very little community of interest between Kenora and Sioux Lookout or between Pickle Lake and Red Lake, economy in the utilization of equipment and personnel seems to indicate that an integrated operation in which all these points are tied together would be desirable. The service referred to in this paragraph should be performed by multi-engined aircraft of the medium airline type.

(b) A commercial air service (scheduled) of low frequency, to provide reliable and predictable air service to the communities at Casummit, the trading post at Swaine Post, and the Hydro-Electric development at Gold Pines. Such a service probably could be operated most advantageously by a carrier who might be licenced to conduct charter and contract operations from a base on the railway, at Sioux Lookout or Hudson. The service referred to in this paragraph could best be performed by using "bush-type" seaplanes or skiplanes.

(c) A commercial air service (scheduled) of low frequency, to provide reliable and predictable air service between Lac du Bonnet and Bissett (and immediate area), and Favourable Lake. The service referred to in this paragraph could best be performed by using the "bush-type" seaplanes or skiplanes.

(d) Commercial air services (non-scheduled) based at suitable strategic locations such as Kenora, Red Lake, Sioux Lookout, and possibly Pickle Lake and Armstrong. There are no other points in the area under review which would appear at this time or in the predictable future to justify establishing scheduled routes. There is a definite need, however, for small aircraft which can be chartered at a toll of $30. an hour or less. The survey shows that the region between Lake Winnipeg and the Manitoba-Ontario boundary and lying northeast of Lac du Bonnet has no direct community of interest with the Red Lake area.

(2) Northern Manitoba and Northeast Saskatchewan

(a) A commercial air service (scheduled) of relatively high frequency, serving Winnipeg, Dauphin, Le Pas and Flin Flon, in co-ordination with and using the same kind of equipment as required for the scheduled service in northwestern Ontario. There are no licences in effect at this time for such a service, but the desirability of such a service is indicated by the economic analysis.

(b) A commercial air service (scheduled) of low frequency, to provide reliable and predictable air services for the communities of Pelican Narrows, Island Falls, Sherridon and Snow Lake from a base at Flin Flon or Channing. The service referred to in this paragraph can best be performed by using "bush-type" seaplanes or skiplanes.

(c) Commercial air services (non-scheduled) based at one or more strategic points such as Channing, Sherridon or Cold Lake. The economic analysis indicates that for service to the individual trapper, prospector and fisherman, there exists a need for small aircraft which can be chartered for $30. an hour or less.